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No. 17,292. 號二十九百二千七第 日七初月九年丑癸 HONGKONG, MONDAY, OCTOBER 6TH, 1913. 一拜禮 號六月十年二國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS

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Hongkong, 9th June, 1913. [763]



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SINGAPORE—Messrs. BORNEO Co., Ltd.  
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K. KAN,  
Manager,  
No. 2, Pedder Street, Hongkong.  
Hongkong, 24th April, 1913. [609]

## SIEN TING.

SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 22nd September, 1913. [1101]

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BY popular English Manufacturers. In  
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SMOKELESS POWDERS and CHILLED  
SHOT. From No. 10 to SSSG. at \$6, \$7  
and \$7.50 per 100. SPORTING REQUIS-  
ITES and AIRY GUNS in Variety.  
Inspection Invited.

## W. SCHMIDT & Co.

Hongkong, 17th April, 1913. [589]

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ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Mer-  
chants, Wholesale and Retail Iron-  
mongers, Pig Iron and Foundry Coke  
Importers. General Storekeepers and Ship-  
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Telephones No. 615. [58]

## PEAK TRAMWAY COMPANY, LIMITED.

### TIME TABLE.

WEEK DAYS.		Every 15 minutes.
7.00 a.m.	8.00 a.m.	10
8.00 "	10.00 "	10
10.00 "	11.00 "	15
11.30 "	12.45 p.m.	10
12.45 p.m.	1.15 "	15
1.15 "	1.45 "	15
1.45 "	2.15 "	15
2.15 "	5.00 "	15
5.00 "	8.30 "	10
NIGHT CARS.		
4.50 p.m.	9.00 p.m.	9.30 to 11.00 p.m.
Every Half-Hour.		
11.00 p.m.	11.45 p.m.	Every Quarter-Hour.
SUNDAYS.		Every 15 minutes.
8.00 a.m.	10.30 a.m.	10
10.30 "	11.00 "	10
11.45 "	12.00 noon	15
12.00 noon	1.00 p.m.	10
1.00 p.m.	5.00 "	15
5.00 "	6.00 "	10
6.00 "	7.00 "	15
7.00 "	8.10 "	10

NIGHT CARS as on Week Days.  
Saturdays  
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Vaux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st October, 1913. [1152]

## SOUTH

## MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped  
Sleeping, Dining, and First-Class Cars, is operated between Dairen and Changchun  
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct  
Mail Steamer Service by the s.s. KODAI MARU and SAKAKI MARU (each Equipped with  
Wireless Telegraph) as follows:—

### NORTH BOUND.

1st Class Fare	Shanghai (Steamer) ... Lv.	Forenoon	Mon.	Wed.	Fri.
\$ 40.00	Dairen (S.M.R. Train) ... Ar.	3.20 p.m.	Mon.	Wed.	Fri.
Y 14.95	Mukden " ... Ar.	11.25 "	"	"	"
Y 11.50	Changchun " ... Ar.	11.50 "	"	"	"
R 9.60	Harbin (Russian Train) ... Lv.	8.30 a.m.	Tues.	Thurs.	Sun.
	" " ... Ar.	2.00 p.m.	"	"	"

Connecting at Harbin with { State Express from Moscow Wagon-Lits from Moscow State Express for St. Petersburg }

### SOUTH BOUND.

	Harbin (Russian Train) ... Lv.	10 a.m.	Mon.	Wed.	Fri.
R 9.60	Changchun (S.M.R. Train) ... Ar.	6.30 "	"	"	"
Y 11.50	Mukden " ... Ar.	7.00 "	"	"	"
Y 14.95	Dairen " ... Ar.	1.50 p.m.	"	"	"
Y 40.00	Shanghai (Steamer) ... Lv.	10.20 "	"	"	"
	" " ... Ar.	Neon.	Thurs.	Sat.	Mon.

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.  
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.  
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday  
and connects with the Wagon-Lits service on the Trans-Siberian Railway, is a new Turbine  
Steamer of 3450 tons specially built for the Shanghai-Dairen Line. She has a speed of 19  
knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and convenience.  
Accommodation: 63 First-Class (including 4 special cabins and 3 family cabins), 20  
Second-Class, and 164 Third-Class. First voyage from Shanghai, August 18th.  
MUKDEN-ANTUNG LINE.—MAXIMILIAN-CHOSEN THROUGH SERVICE.  
Thrice Weekly Express Service between Changchun and Fusan without change, establishing  
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-  
ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by  
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and  
Tokyo by rail with the exception of the short passage between Fusan and Shinmoochaki.  
London to Tokyo in 13 1/2 days; Peking to Tokyo in 4 1/2 days.

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Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in  
North China, all under the Company's management).  
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Messrs. T. & S. COOK & SON; REISENBUREAU DER HAMBURG-AMBEKA LINE;  
the NORDISK REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from whom  
all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the  
SOUTH MANCHURIA RAILWAY CO.  
Tel. Add. "MANCHU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

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THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,  
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

### MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN. [561]

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PEDDER STREET—(Adjoining Hongkong Hotel Main Entrance).

TELEPHONE No. 696.

Physics and Politics, by Walter Bagot	80	The Wonders of Modern Chemistry, by James C. Phillip	\$1.75
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Chitral, The Story of a Minor Siege, by Sir George Scott Robertson	80	The Scout's Book of Birds, by Oliver G. Pike, F.R.S.	2.00
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A Wife Imperative, by A. Peck	80	The Complete Billiard Player, by Charles Roberts	4.00
Large Selection of New Sixpenny Novels, 4 for \$1.00 [526]			

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SEASON OF CHRYSANTHEMUMS AND MAPLES.

From the Middle of October, Chrysanthemums commence to bloom. This plant  
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Early in November, Maples begin to set the valleys ablaze with their brilliant tints.

BEST HOTELS TO STAY DURING THE VISIT:

NARA HOTEL.

On the fringe of the famous park of Nara, a capital of old Japan.

SANYO HOTEL.

At Shimonoeki, an Ideal Rest-Station for  
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Both under direct supervision of IMPERIAL GOVERNMENT RAILWAYS.  
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Tyndall's Glaciers of the Alps.  
Tyndall's Hours in the Alps.  
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OF ACCOUNTING ... 30  
SHAKESPEARE'S TWELFTH  
NIGHT. Notes, &c., by Alfred L.  
Cann. 10 full-page illustrations, by  
Grenville Manton ... 50

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FOR

SUMATRA TOBACCO SPECIAL

SELECTION REGALIA No. 1

CIGARS, per box of 25 ... \$ 3.00

SUMATRA SPECIALS CIGARS,

per box of 50 ... \$ 3.50

[23]

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FLAVOUR OF THE LEMON.

## CALDBECK, MACGREGOR & CO.

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[25]



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Build and Repairs of Ships, Engines and Boilers, and Electrical Engineers.

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AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

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(No. 1)	510 ft.	77 ft.	26 ft.
(No. 2)	510 ft.	53 ft.	24 ft.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready  
at short notice.

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Lifting Power	7,000 Tons.	12,000 Tons.
Max Length of Ship taken in	460 Feet	580 Feet
Max Breadth " " " "	56 "	68 "
Max Draft " " " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

28th May, 1913. [720]

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Requires only the addition of cold water to be ready for use.

Absolutely dependable in its results.

MANY ARTISTIC TINTS STOCKED IN HONGKONG.

PARTICULARS OBTAINABLE ON APPLICATION TO THE MAKERS.

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INCORPORATED IN THE UNITED KINGDOM.

(Proprietors of DAVID STORER & SONS.)

LONDON AND LIVERPOOL.

HONGKONG OFFICE, ALEXANDRA BUILDING.

587-4]

## HOTELS

### HONG KONG HOTEL.

Recently Refurnished and Redecorated.  
Large Airy Public Rooms.  
Electric Lighting, Lifts and Fans.  
Suites de Luxe.  
Bedrooms with European Bath and  
Lavatory attached.  
Perfect Sanitation.  
A LA CARTE GRILL ROOM.  
J. H. TAGGART, Manager.

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All Electric Trams Pass Entrance.  
One Minute's Walk from Ferry.  
Telephones on All Floors.  
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Hot and Cold Water System Throughout.  
Best of Food and Service.  
Hotel Launch Meets All Steamers.  
Telephone No. 373.  
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R. H. NORTH, Manager.

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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE  
HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA  
Renders Selections during TEA and  
DINNER daily, and at 11.15 a.m. and  
5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL, has recently been thoroughly  
renovated, extensively enlarged, and  
is now luxurious, up-to-date and in  
every respect, situated in the most central  
position. Large and Airy Rooms, Hot, Cold,  
and Shower Baths, Electric Light Throughout  
and Fans. Large and Comfortable Lounge,  
Private and Public Bars and Billiard Rooms,  
CULINARY ENTIRELY UNDER EURO-  
PEAN SUPERVISION, Sanitary Arrange-  
ments of the Interiors, HOTEL LAUNCE  
MEETS ALL STEAMERS. Monthly Rates  
for Tea and Dinner. Special Rates for  
married families on application to  
FREDERICK RICHMANN,  
Proprietor.

(Late Manager of J. H. Lyons (Trocadero),  
leading Caterers in London, and  
GRAND ORIENTAL HOTEL, Colombo.)  
TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS: "COMFORT,"  
Hongkong.

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### PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and  
TOURIST HOTEL: Unrivalled for  
Comfort, Health and Convenience, Telephones  
in Every Room, prompt connection main-  
tained by six lines to Central.

Fifteen Minutes from Principal Landing  
Stage. Moderate Tariff and Excellent  
Cuisine, Roof Garden and Social Rooms,  
European Runner meets Steamers.  
P. O. PEUSTER,  
Manager.

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### "BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds, with  
Tennis and Croquet Lawns, Large  
Airy and Well-Furnished Rooms, every home  
comfort. Fine View of the Harbour.  
Apply to—  
Mrs. F. W. WAITS,  
[84] "Braeside," 20, Macdonald Road.

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SHAMKIN—CANTON.  
Telegraphic Address: "VICTORIA, SHAMKIN."  
SITUATED ON THE BRITISH CONCESSION.

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MACAO.

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SITUATED IN THE CENTRE OF PRATA GRANDE.  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
Cuisine and CHAMPS PROVIDED.  
Every Information and Special Attention  
given to Tourists.

REASONABLE RATES.

WM. FARMER,  
Proprietor.

[1023]

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19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS  
STORE.

Photographic Goods of Every Description  
in Stock.

Developing, Printing and Enlarging.  
Canton Marbles in Various Shades.  
Telephone 1219.

Hongkong, 16th April, 1913. [584]



## INTIMATIONS

## AT THE WELCOME DINNER

of the

## MEDICAL CONGRESS

held in London on the 6th ultimo, at the RITZ HOTEL.

## CHAMPAGNE

DE ST. MARCEAUX,

1906 VINTAGE, WAS THE ONLY CHAMPAGNE ON THE MENU.

## CHAMPAGNE

DE ST. MARCEAUX &amp; Co.,

REIMS,

IS A GUARANTEED VINTAGE WINE.

It is the most Popular Wine in England and Europe to-day and invariably figures on the menus of Banquets, Dinners, and Suppers given by Bishops, Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, etc., etc.

## CHAMPAGNE

DE ST. MARCEAUX &amp; Co.,

VIN BRUT AND VERY DRY.

PRICE PER CASE } 1 doz. Qts. \$57.00  
INCLUDING DUTY, } 2 " Pts. \$59.00

SOLE AGENTS:

## A. S. WATSON &amp; CO., LTD.,

WINE &amp; SPIRIT MERCHANTS, HONGKONG.

(22)

## BIRTHS.

MAQUIR.—On September 26th, at Shanghai, to Mr. and Mrs. C. MAQUIR, a son.

WEBSTER.—On September 26th, at Shanghai, the wife of Prof. JAMES G. WEBSTER, of the Shanghai Baptist College, of a son.

LITTLE.—On September 27th, at Shanghai, the wife of E. S. LITTLE, Jnr., of a son.

TOLEDO.—On September 28th, at Shanghai, the wife of T. TOLEDO, Esq., of a daughter.

## MARRIAGE.

EVANS-BOYD.—On September 27th, at Shanghai, FREDERICK CLAUDE, only son of Captain JAMES EVANS, R.N., and Mrs. Evans, Earl's Court, London, S.W., to ANNE CATHERINE, younger daughter of the late Thomas Boyd and Mrs. Campbell, 76, Szechuen Road, Shanghai.

HONGKONG OFFICE: 10A, DES VIGES ROAD, LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG OCTOBER 6TH, 1913.

THE jump in the price of rubber with all that this means to the large planting community in the Federated Malay States and the Straits Settlements has raised the question of the advisability of fixing the Straits dollar at 2/- instead of 2s. 4d., as it is at present. The 2/4 dollar, observes a writer in Malaya, seems to please nobody earning a living in that part of the world, except a few Europeans who send money for the support of absent wives and children. There is a great deal of force in the views of one correspondent, who submits that the rupee is the best currency system for the Malay States and the Straits Settlements. The greater part of the trade of these States, it is pointed out, is not with China, but with Europe, and if China a foreign country possessing at present no stable currency system at all, is to be considered, it is urged that it is just as necessary to consider trade possibilities with our Indian Empire, where a fixed currency is used by a population of 320,000,000 people. The writer lays down the proposition that the smaller the chief token coin of a country the cheaper the living in that country, and this is one reason, he says, why living is cheaper in India, Ceylon and even Java than it is in the Straits Settlements. It would, therefore, be to the advantage of those Settlements to join the India, Burma and Ceylon currency system and introduce the rupee as the standard coin. His method

of doing this is interesting. He recognises that the introduction of the rupee might be difficult at the present moment, "but if rubber goes up again and trade is flourishing next year, it would be a simple matter to raise the nominal value of a dollar to 2/8, withdraw the 50-cent piece and at the same time introduce the rupee as the equivalent of half a dollar. When people had become accustomed to handling these rupees the dollars could be gradually withdrawn and be finally dropped from our currency system. In theory this would be giving us a higher rate of exchange than at present, but in practice it would be amply compensated for by the decrease in the cost of labour and commodities? The readjustment of our subsidiary coinage could be taking place during the transition stage by the abolition of copper coins and the introduction of the Indian nickel divisions of the rupee." This would not be in practice, probably, the simple matter it appears on paper, and matters will have to get very much worse than they are, we imagine, before the Government begins to seriously contemplate another change in its standard of currency with all the disorganisation of business it entails. Failing the adoption of the rupee, the writer suggests that the alternative of a 2/- dollar would have its advantages over the present 2/4 dollar, and if only China could be induced to come into line, the English pound might gradually become the nominal basis for all financial business in Asia when either 15 rupees or 10 dollars was the fixed equivalent. The exchange value of the Tael, he says, is sufficiently near already to warrant China adopting a 2/- dollar. That may be, but there is little prospect of China doing anything at present to reform her chaotic currency system. The question is one which will continue to force itself and to be forced upon the attention of the Government of China, and some day we may get a fixed instead of a fluctuating dollar, but that day is as yet far off.

The election of the President of the Republic takes place in the House of Representatives in Peking this morning.

Mr. R. Walter, Government Secretary and Magistrate, Weihaiwei, has been appointed Colonial Secretary to British Honduras.

Three performances of "Twelfth Night" by the "Hongkong Mimmers" are announced, the first to be on Saturday, October 25th.

The regular meeting of the Hongkong Christian Union will be resumed this afternoon at 5.30 p.m., at St. Paul's College, when the Bishop of Victoria will speak.

It is notified in the current issue of the *Gazette* that the Catholic Ladies' Union has been exempted by the Governor-in-Council from registration under the Societies Ordinance, 1911.

Lieut. T. E. Bisdor, 2nd Batt. D.C.L.I., has been appointed a member of the committee for the Wongneicheung and Queen's Recreation Grounds, as representative of the Polo Club.

The Colonial Treasurer's financial statement for the month of July shows that the revenue derived for that month was \$750,123.44, the expenditure for the same period being \$711,605.02. The balance of assets and liabilities is shown as \$2,531,626.45.

Yesterday was the third anniversary of the Republic of Portugal, and Mr. J. J. Leiria, the Portuguese Consul, was "At Home" to callers at his residence, No. 4, Macdonnell Road. Numerous officials, consular colleagues and civilians called to tender their congratulations.

H.M.S. *Monmouth* is expected to arrive in Hongkong on or about October 10th. On the 15th inst. the *Flora* leaves for England, and the *Yarmouth*, from England, is expected to arrive at Shanghai on the same date. On October 29th the *Flotilla* arrives at Hongkong, and on the 31st instant the *Triumph* will arrive at this port from England. On November 26th both the *Minotaur* and *Newcastle* will arrive here, and will be followed by the *Hampshire* on December 2nd and the *Albatross* on December 10th.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th September, 1913, as certified by the managers of the respective banks are as under:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$ 6,496,181	\$ 5,000,000
Hongkong and Shanghai Banking Corporation	20,094,250	15,000,000
Mercantile Bank of India, Ltd.	668,500	500,000
Total	827,449,281	\$20,500,000

## TELEGRAMS. TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## AUSTRALIANS WELCOME ARRIVAL OF NEW WARSHIPS.

IMPOSING CEREMONY IN SYDNEY HARBOUR.

SYDNEY, October 5th.

The arrival of the new flagship of the Australian fleet, the *Australia*, and the cruiser *Sydney* in the harbour was the occasion of a magnificent and imposing display. The vessels gradually emerged through a haze into sunshine, and were escorted through the Heads by cruisers and destroyers. Huge crowds, both ashore and afloat, witnessed the arrival and were most enthusiastic in welcoming this concrete embodiment of Australia's own fleet, manned by her own sons. Many prominent legislators were present to witness the arrival of the warships.

BANQUET TO THE FLEET.

Hon. J. Hume Cook, M.P., presided at a banquet tendered to the fleet which was attended by a large and representative gathering, at which the proceedings were characterised by intense patriotic enthusiasm. Lord Denman, the Governor General, replying to the toast to his health, said there had never been a more historical scene in Sydney than the entry of the fleet. Australians should be grateful for the King's interest, which was demonstrated by his inspection of the flagship at Portsmouth. Lord Denman said he fully endorsed Australia's naval policy, and characterised it as a splendid contribution to the naval strength of the Empire.

Hon. Hume Cook, in proposing the Royal Australian Navy, declared that policy was above politics. The ships were no less the King's because they were Australia's, and no less Australia's because they were the King's.

These sentiments were loudly applauded. The Rt. Hon. Andrew Fisher, ex-Prime Minister of the Commonwealth, in supporting the toast, fully endorsed the statement that the fleet was above party considerations.

Rear-Admiral Patey, R.N., in responding, was accorded a great reception. He said he thoroughly endorsed the Henderson scheme, and a good start was half the battle. He referred appreciatively to South Africa's great reception of the fleet, which he characterised as a compliment to the new navy and the Commonwealth.

Senators Millen and Pearce, in proposing Rear-Admiral King-Hall's health, eulogised his services in connection with the inauguration of the new regime.

Admiral King-Hall in responding, said the birth of the Australian navy was yet another proof of the indestructible and indissoluble union with the Motherland. He hoped to see the Henderson policy fully carried out, but only by an active immigration policy would the Commonwealth maintain a white Australia with which he was in full agreement. The time had arrived for the Governments to evolve a means for bringing the Dominions into closer and more frequent relationship with the Councils of the Empire, and more especially with regard to problems of naval defence. Admiral King-Hall concluded by affectionately bidding farewell to the people of Australia.

## IMPERIAL DEFENCE.

CANADA AND AUSTRALIA RESOLVED TO SAFEGUARD "THEIR COMMON HERITAGE."

SYDNEY, October 4th.

Mr. Borden has sent a congratulatory message to Mr. Cook upon his Defence Budget and assures him that Canada stands shoulder to shoulder with Australia and the other Dominions in a firm resolve to safeguard their common heritage.

Mr. Cook replied that Australia was gladly sharing in the obligation for the defence of the King's dominions in the hope that it might cement the Empire yet more firmly as the navies grew.

## BOXING IN NEW YORK.

SAM LANGFORD BEATEN.

NEW YORK, October 4th.

Joe Jeannette beat Sam Langford in a ten-round contest on points.

[THROUGH REUTER'S AGENCY.]

## THE HOME RULE CONTROVERSY.

SIR EDWARD CARSON AS "INSPECTOR-GENERAL."

WINNIPEG, October 4th.

Sir Edward Carson on Friday inspected a camp to accommodate 400 Tyrone Volunteers on the Duke of Abercorn's estate at Baronscourt. The stables have been transformed into sleeping quarters.

CANADIAN ORANGEMEN FOR THE ULSTER FIGHT.

The Orangemen of Winnipeg have offered Sir Edward Carson a regiment of 500 to aid in the Ulster fight.

LEADERS TO CONFER.

Sir Edward Carson and Mr. F. E. Smith will confer with Mr. Bonar Law on Sunday.

MR. URE'S SIGNIFICANT SPEECH.

Mr. Alexander Ure, speaking at Boness, said that except for the Tories the opposition to Home Rule would have been exhausted. The British people declined to be bullied or terrified, and he would never fight another election, except on the Land question. It would be a sweeping and exhaustive reform, and would not require revision in the lifetime of any person living.

## MILITARY AVIATOR KILLED.

LONDON, October 4th.

The military aviator, Major G. C. Merriek, D.S.O., has been killed while flying on Salisbury Plain. His biplane turned turtle and he was hurled to the ground from a height of 150 feet.

## BRAZILIAN MILITARY TUG SUNK.

RIO DE JANEIRO, October 5th.

A steamer collided with and sank a military tug following manoeuvres by the Fleet. It is feared that 30 persons are drowned.

## LONDON PAINTERS AWARDED INCREASED WAGES.

LONDON, October 4th.

The award in connection with the strike of the painters grants a considerable increase in wages. The men are satisfied, and say that they have gained two-thirds of their demands and have also secured a new code of rules which will raise the status of the industry.

## THE GUELPHS AND THE HOENZOLLERNS.

CONTROVERSY REVIVED.

BERLIN, October 5th.

The Guelph-Hoenzollern controversy has been revived. One of the members of the Guelph family stated that at a Conference at Karlsruhe prior to the betrothal of the Kaiser's daughter, Prince Ernst August, when asked to renounce the Throne of Hanover, replied, "Honour comes before Love," and then left the room.

In view of this and other utterances by the Guelph family the German Press is demanding an explicit statement on the matter.

Prince Ernst August alleges that the Kaiser threatened not to confer the Duchy of Brunswick on him.

## THE UNDESIRABLE IMMIGRANTS.

DEPORTATION ORDER COUNTERMANDED.

NEW YORK, October 4th.

The Immigration Authority decided on the deportation of Marie Lloyd and Bernard Dillon as "immoral persons," alleging that they booked their passages as "Mr. and Mrs. Dillon," although unmarried.

The Secretary for Labour has ordered the Immigration authorities to permit Marie Lloyd and Dillon to land under a bond until their contracts are fulfilled.

## AUSTRIA'S NEW NAVAL PROGRAMME.

ADDITIONAL EXPENDITURE OF NEARLY 16 MILLIONS.

VIENNA, October 4th.

Die Zeit says that a new Naval programme will be submitted to the Delegations. It provides for the replacement of the antiquated *Monarch* class by Dreadnoughts, costing £11,600,000, and the construction of fast cruisers and torpedo boats at a cost of £4,100,000. The expenditure will be distributed over a period of four years.

[THROUGH REUTER'S AGENCY.]

## THE PRESIDENTIAL ELECTION.

POWERS TO RECOGNISE THE REPUBLIC.

PEKING, October 5th.

The Presidential Election takes place in Parliament to-morrow (to-day), after which the Powers will simultaneously recognise the Republic.

It transpires that Japan is primarily responsible for the recognition movement, and that the relations between China and Japan are greatly improved.

## AMERICA'S NEW TARIFFS.

BUSY SCENES AT THE CUSTOMS.

WASHINGTON, October 4th.

In the presence of many distinguished politicians and others President Wilson affixed his signature to the new Tariff Bill. The President repeatedly refused the requests of cinematograph operators to depict the ceremony. The measure comes into operation to-day, but it will probably be ten days before the Customs service throughout the country adjusts itself to the new conditions.

In the course of a speech, the President said the next step in the business of emancipation was the reform of the currency. He urged his colleagues to go ahead on this fresh impulse. He believed that the Senate would pass the Currency Bill sooner than some pessimists thought.

It is estimated that \$71,000,000 worth of imports are held up in bonded warehouses awaiting the promulgation of the new rates.

With the operation of the new tariffs the Customs quarters are the scene of unusual activity. The houses are open from early in the day until midnight, and an extra staff has had to be engaged to deal with the flood of business. Tremendous quantities of goods are pouring out from the bonded warehouses, and huge shipments are expected soon from abroad.

## STEAMERS COLLIDE IN NORTH SEA.

MANY SEAMEN MISSING.

LONDON, October 5th.

The North Shields steamer *Gardenia*, while proceeding from Beni Sal to Borough, (? Middlesbrough), collided with the steamer *Cornwall* in a dense fog in the North Sea.

The *Gardenia* sank in four minutes, before the boats could be lowered. Her boilers exploded, splitting the vessel in two. The crew were hurled into the sea. Four were saved, one was killed and seventeen are missing.

## HEALTH OF EX-KING MANUEL'S CONSORT.

MUNICH, October 4th.

The latest bulletin of the physicians in attendance on ex-King Manuel's Consort states:—Her Majesty is now free from fever, and the renal trouble shows a marked improvement. Pain has almost ceased, and if the recovery continues, the Queen and King Manuel will soon be able to start from Sigmaringen for England.

## THE DUBLIN LABOUR TROUBLE.

LONDON, October 5th.

The official enquiry into the Dublin labour trouble has resulted in a deadlock. The employers refused to dismiss men for working during the strike, and the Labour delegates thereupon declared that the men would continue the fight.

## CANADIAN WOMEN'S GOLF CHAMPIONSHIP.

MONTREAL, October 5th.

Muriel Dodd, the English lady champion, has won the Canadian women's golf championship, defeating Florence Harvey of Canada by seven holes to six.

## AUSTRIA TO INCREASE HER RECRUITS.

VIENNA, October 5th.

The Council of Ministers has decided to increase the annual number of recruits, and to raise the supplementary credits to defray the cost of military measures in connection with the Balkan crisis, which amounts to £18,000,000.

## SULTAN OF MUSCAT DEAD.

LONDON, October 5th.

The death is announced of the Sultan of Muscat.

[THROUGH REUTER'S AGENCY.]

## BRITISH POSTAL AND TELEGRAPH SERVANTS.

WILL PROTEST AGAINST HOLT REPORT AND DEMAND INCREASED PAY.

LONDON, October 5th.

The National Joint Committee of the Postal and Telegraph Servants, representing a membership of 80,000 employees, have decided to ask the Premier and Postmaster-General to receive a deputation who will protest against the Holt Report of August 15th. They have also decided to demand an immediate 15 per cent. increase in pay in view of the increased cost of living.

## RAILWAY TRAGEDY AT SOUTHEAD.

LONDON, October 5th.

The bodies of a sexagenarian Major named Hamilton Murdock, a retired officer of the Army Service Corps, and a youthful nurse, were found decapitated on a railway at Southend. They had removed their hats, tied their hands together and laid down with their necks on the line.

Major Murdock and his wife were inmates of a nursing home at Clapham, where the nurse was a probationer.

## ST. ANDREW'S CHURCH HALL.

SALE OF WORK OPENED BY MRS. LANDER.

On Saturday afternoon a bazaar and sale of work was held at St. Andrew's Church, with the object of swelling the fund for the furnishing of the new Church Hall, presented by the Hon. Sir Paul Chater, C.M.G., who, it will be remembered was the donor of the Church. Every circumstance contrived to be favourable to the project, and the proceeds of the sale should reach a gratifying sum.

Excellent and complete arrangements were made by the Chaplain (Rev. C. N. Pope) and a hard-working and enthusiastic Committee composed of Mesdames Blair, Curwen, Douglas, Green, Packham, Pope, Richardson, and Robson, and Messrs. B. E. Fielder and Crowther Smith.

The Chaplain presided at the opening ceremony, and, in introducing Mrs. Lander, observed that it was two years since St. Andrew's had held a sale of work, and that afternoon's sale was a glowing testimony to the keen and united spirit in which the decision to hold the event had been followed up. They were very grateful to Mrs. Lander for her kindly coming there to open the sale, and to the Bishop for his attendance and his keen interest in the work of the Church.

In opening the sale, Mrs. Lander said:—I am very pleased to be here this afternoon, and I think you ought to experience no difficulty in raising a large sum of money. I have much pleasure in declaring the bazaar open.

Sir PAUL CHATER expressed his personal appreciation to his Lordship the Bishop for the interest he had always shown in St. Andrew's Church in its various activities, and more particularly for his good offices in securing for them the services of so able and excellent a man as Mr. Pope. (Applause.) The good work their Vicar had done since his arrival was so obvious that no insistence on his part was required to call their attention to it. Sir PAUL also spoke appreciatively of the work of Mrs. Pope and the young ladies who had for several months past worked so assiduously.

THE BISHOP, replying on behalf of Mrs. Lander, said he felt with Sir Paul Chater when he spoke of the excellent services of their Chaplain, Mr. Pope. It was the second occasion on which they had entrusted him with the responsibility of selecting a Chaplain. When he found Mr. Spink some years ago, he knew that he had found a very good man indeed, and one who did a great deal of good work at St. Andrew's. (Applause.) He realised that it would be very difficult to find a successor so able, but when he saw Mr. Pope he thought he would be a worthy successor, and his convictions had been proved correct. His Lordship referred in enthusiastic terms to the work done at the Church, and said it must be a source of much satisfaction to Sir Paul Chater, who had been such a munificent benefactor to the Church, to see that it was now doing so wonderfully well. He hoped that they would raise sufficient money to complete that beautiful Hall, which was another monument to Sir Paul's generosity.

The following ladies and gentlemen presided over the various stalls:—

Fancy stall, Mesdames Curwen and Harvey.  
Refreshments, Mesdames Packham, Richardson, and Wilkie, the Misses Packham (2), Neave (2), Jack, Chunyut, and Knight.  
Candy stall, Mesdames Richardson and Peterson.  
Aerated waters and ice-cream, Mrs. Blair, Misses Robertson and Milne.  
Toy stall, Misses Robson and Kinross.  
Fancy work, Liberty ware, etc., Mesdames Pope, Pryce, and Robson.  
Woolens, etc., Mesdames Green and Chapman, Misses Long, Abraham, and Hobbs.  
Eran-tub, Miss A. Dyer.  
Arts and crafts exhibition, Misses Wood and Forster.  
Shooting gallery, Mr. S. E. Green.  
Aerial flight, Miss Gray and Messrs. Wood, Ryder, and Steel.  
Parcel stall, Master Gunner Cuthill.  
Gate stewards, Messrs. Duckworth and Heard.  
Flowers, Miss Leslie, assisted by a number of girls.  
The Band of the 25th Punjab rendered pleasing selections of music.



The moral of this little story is—  
Beware of the steam roller as you  
use a motor car!



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 53. Telephone No. 12.  
Telegraphic Address: "Prensa."  
Cables: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

## NOTICE.

THE Business of the ASIATIC PETROLEUM Co., Ltd., in Hongkong and South China will henceforth be carried on in the name of THE ASIATIC PETROLEUM Co. (SOUTH CHINA), Ltd.

For the ASIATIC PETROLEUM Co., Ltd.,  
N. L. WATSON.  
Hongkong, 6th October, 1913. [1160]

## LOST.

A \$500.00 Bill, on the way from the Hongkong Dispensary and Messrs. Chis. Ganp & Co's. store to Messrs. F. Blackhead & Co's. A Liberal Reward will be given if returned to the Office of this paper.

Hongkong, 6th October, 1913. [1161]

## FOR EUROPE VIA PORTS OF CALL.

THE I.G.M. Steamship  
"PRINZ EITEL FRIEDRICH,"  
Captain C. Mundt, will be despatched from here on WEDNESDAY, the 26th November, and is due to arrive in GENOA on the 23rd December.

This Steamship gives splendid opportunity to reach Home just in time for Xmas. Early Booking Recommended.

For further particulars, please apply to  
MELCHERS & Co.  
General Agents, Norddeutscher Lloyd.  
Hongkong, 6th October, 1913. [1162]

## NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA,"  
FROM SAN FRANCISCO, JAPAN PORTS  
AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and take immediate delivery of Cargo from the Company's Godown at West Point. Cargo will be landed immediately on arrival of Steamer.

Cargo remaining undelivered on MONDAY, the 6th inst., at Noon, will incur landing charges.

Cargo remaining undelivered SATURDAY, 11th inst., at Noon, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected.

All claims and otherwise damaged Cargo will be examined at the above Company's Godown FRIDAY, 10th inst., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 4th Nov., otherwise they will not be recognized.

H. C. MORTON,  
Agent.

Hongkong, 4th October, 1913. [39]

## WANTED.

ENGLISH LADY, in Japan, seeks post in Hongkong, as Companion or help; would take charge of infant or small child.

Apply to—  
Care of "Daily Press" Office.  
Hongkong, 13th September, 1913. [1075]

## NOTICE.

WE HAVE This Day TRANSFERRED our PIANO AND MUSIC DEPT. to Mr. Wm. ANDERSON, who will carry on the Business from This Date at No. 6, Des Vaux Road Central.

LANE, CRAWFORD & Co.  
Hongkong, 1st October, 1913.

I HAVE This Day taken over the PIANO AND MUSIC DEPT. of LANE, CRAWFORD & Co., and will carry on the Business from This Date at No. 6, Des Vaux Road Central, under the name of the ANDERSON MUSIC Co.

WM. ANDERSON  
Hongkong, 1st October, 1913. [1142]

FOR SALE  
VALUABLE LEASEHOLD  
PROPERTY

BRITISH CONCESSION,  
SHAMEN, CANTON.

TWO LOTS, Nos. 79 and 80, fronting on the CANAL ROAD, each with a frontage of Ninety Feet on the Road, and with a depth of 140 1/2 feet, together with the Buildings erected thereon. The Lots will be Sold either separately or together. This property will be put up for Sale at Public Auction on the Premises, commencing at 11.00 A.M., on THURSDAY, the 30th of October, 1913, if not sold previously before that date. The Undersigned reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from—  
THE CHINA BAPTIST PUBLICATION SOCIETY,  
TUNG SHAN, Canton, China. [1107]

## MASSAGE.

SKILFUL, Safety in the General or Electric.

MISS MORITA,  
Care of NOMURA HOTEL,  
15, 16 and 17, Connaught Road  
Opposite Blake Pier.  
Hongkong, 8th May, 1913. [552]

## INTIMATIONS



## TECHNICAL INSTITUTE.

EVENING CLASSES in the following Subjects will commence TO-DAY (MONDAY), the 6th of October:—

Engineering Section:—  
Building Construction.  
Applied Mechanics.  
Mathematics.

Science Section:—  
Chemistry, Theoretical.  
Chemistry, Practical.  
Metallurgy.  
Physics.  
First Aid.  
Sanitation.

Commerce Section:  
English.  
French.  
Shorthand.  
Bookkeeping.

TEACHERS' CLASSES for:  
Women.  
Men.  
Men ("Vernacular").

Copies of the Prospectus and Entry Forms may be obtained on application to the Undersigned.

E. RALPHS,  
Director.  
Hongkong, 3rd October, 1913. [1150]

SANITARY BOARD OFFICE,  
Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every Domestic Building or part of such Building within the EASTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this Notice means that the Houses should be Limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Boats in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls Limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleaned.

The EASTERN Division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yauwatt service reservoir to the Northern Boundary of Kowloon.

Dated this 1st day of October, 1913.

W. BOWEN-BOWLANDS,  
Sec. etary.

[1138]

## NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttenberg & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Cheate and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM,  
Hongkong, 26th July, 1913. [907]

## LADIES, DON'T DESPOND!

WE have Just Unpacked a Beautiful Range of Ladies' and Children's

WINTER WEAR from best London Makers.

Please call early and bring the Kiddies.

HOOSAIN-ALI & Co.,  
1c, D'ASULVAR STREET.

Hongkong, 24th September, 1913. [45]

FOR THE SUMMER MONTHS  
SPECIALITIES

CORNER OX TONGUES,  
CORNER BEEF,  
CORNER PORK.

PRESSED BEEF,  
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM Co., LTD.

[28]

## INTIMATIONS

LANE,  
CRAWFORD & Co.

## TAILORING DEPT.

## SPECIAL OFFER

## FOR

## ONE MONTH ONLY.

GREY FLANNEL JACKETS AND TROUSERS - - - UNLINED AT - - - - \$25.

FLANNEL LOUNGE SUITS - - - UNLINED AT - - - - \$27.

THIN CASHMERE AND TWEED SUITS - - - UNLINED AT - - - - \$27.

THIN AND MEDIUM WEIGHT TWEED SUITS - UNLINED AT - - - - \$30.

SUPERIOR CASHMERE AND ANGOLA SUITS - UNLINED AT - - - - \$33.

MEDIUM WEIGHT TWEED SUITS - - - LINED AT \$33, \$36 & \$38.

SCOTCH TWEED AND HOMESPUN SUITS - - - LINED AT - - - - \$38 & \$40.

BLUE SERGE SAC SUITS - - - LINED AT \$35, \$38 & \$42.

BLACK CASHMERE DRESS SUITS. SILK FACED - - - LINED AT \$45, \$55 & \$65.

LANE, CRAWFORD & CO.

[46]

## BECK &amp; CO., BREMEN.

## KAISER BREWERY.

## BECK'S BEER,

## KEY BRAND.

\$16.00

PER CANE OF 6 DOZ. PINTS.

" " " " " QUARTS.

HONGKONG AGENTS:

MACWEN, FRICKEL & Co.

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## NOTICE.

## FRAZER &amp; NEAVE'S AERATED

## WATERS.

The Public are hereby informed that—  
MESSRS. HOPMEI & Co.,  
74, CONNAUGHT ROAD, WEST.

Have been Appointed Sole Agents in Hongkong for the Sale of MESSRS. FRAZER & NEAVE'S CELEBRATED AERATED WATERS.

Shipping, Private Families, Hotels and Contractors Supplied at Moderate Rates.

All Orders will receive our best and prompt attention.

HOPMEI & Co., 74, CONNAUGHT ROAD, WEST, HONGKONG.

Hongkong, 3rd October, 1913. [1158]

## THEATRE ROYAL.

OCTOBER 25TH, 28TH and 30TH, COMMENCING AT 9.15 P.M.

UNDER the Patronage of H.E. THE HON. MR. CLAUD SEVERN, THE OFFICER ADMINISTERING THE GOVERNMENT, H.E. Major-General KELLY, C.B., and Commodore ANSTRUTHER, C.M.G., R.N.

THE HONGKONG NUMMERS

AN ELABORATE PRODUCTION OF SHAKESPEARE'S IRRESPONSIBLE COMEDY,

"TWELFTH NIGHT"

(IN A NEW WAY)

In aid of the following Charities:  
The Diocesan Girls' School Building Fund. The Y.W.C.A. Hostel.  
The Blind Home. The Society of St. Vincent de Paul.

FIRST AMATEUR SHAKESPEARIAN PRODUCTION IN THE FAR EAST.

BOOKING AT MOUTRIE'S FROM OCTOBER 14TH.

Hongkong, 6th October, 1913. [1149]

## A CHOICE SELECTION:

FRY'S KING GEORGE V.

AND

QUEEN MARY CHOCOLATES.

CADBURY'S IMPERIAL CHOCOLATES.

## A SPECIALITY:

FRESH HOME-MADE CHOCOLATES.

WEISMANN, LIMITED.

[33]

## PUBLIC COMPANIES

## GULA KALUMPONG RUBBER ESTATES, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 7th to 15th October, 1913, both days inclusive.

By Order of the Directors,  
LOWE, BINGHAM & MATTHEWS,  
Colonial Register.  
Hongkong, 1st October, 1913. [1137]

SOENGEI RAMPAN RUBBER CO. LIMITED.

NOTICE IS HEREBY GIVEN that the THIRD ANNUAL GENERAL MEETING of this Company will be held at No. 84, Des Vaux Road, Hongkong, on THURSDAY, the 9th October, 1913, at Noon, for the following purposes, viz:—

1. To receive and consider the Balance Sheet; and

2. The Report of Directors.

3. To confirm the appointment of One Director, to elect Auditors for the ensuing year, and to elect a Director.

4. To transact any other business that may arise.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 25th September, to the 9th October, 1913, both days inclusive.

By Order of the Board,  
C. N. G. WALKER,  
Secretary.

Dated 25th September, 1913.  
84, Des Vaux Road,  
Hongkong. [1138]

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 11th October, 1913, at 12.30 p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 11th October, both days inclusive.

By Order,  
M. MANUK,  
Secretary.

Hongkong, 24th September, 1913. [1125]

## AUCTION.

## PUBLIC AUCTION.

THE Undersigned has received instructions, to Sell by PUBLIC AUCTION,

ON FRIDAY,  
the 10th October, 1913, commencing at 2.30 P.M., at his Sales Rooms, Duddell Street,

A LARGE QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE.

(Removed to Sales Room for the convenience of Sale).

Comprising:—  
AMERICAN ROSEWOOD DRAWING ROOM SUITE; JAPANESE CHERRY WOOD CURIO CABINET, DESK, and CHAIR.

FINE JAPANESE BRASS TORO LANTERN and PLACQUES, BURMESE GONG, FOCHOV LACQUERED TABLES and TRAPOYS, BRASS FENDER and SCUTTLE, BRASS STANDARD LAMP, OIL PAINTINGS (including Marine Pictures by "Alquist"), CARPETS, RUGS, WHITE LACE CURTAINS, &c.

FINE TEAK SIDEBOARD with BEVELED MIRROR, AMERICAN EXTENSION DINING TABLE, TEAK OVERMANTELS, DINING CHAIRS, DINNER WAGGON, GLASS CABINET, CUT-GLASS FLOWER BOWLS, SWEET DISHES, DECANTERS, ICE PLATES and BUTTER DISHES, GLASS and CROCKERY WARE, CUTLERY, &c.

SINGLE BRASS BEDSTEADS, TEAK WARDROBES, WASHSTANDS, and TOILET TABLES, CHESTS OF DRAWERS, SECTIONAL BOOKCASES, SINGER SEWING MACHINE, EASY CHAIRS, ELECTRIC CEILING and TABLE FANS and LAMPS, SOOCHOW BATH-TUBS, FOLDING CARD TABLES, &c.

GRASS-LINEN TABLE CLOTHS, DAMASK TABLE CLOTHS and NAPKINS, DOYLIES, SATIN BEDSPREADS, CURTAINS and TABLE COVERS, &c.

CANTON BLACKWOOD CARD TABLE, FIRE SCREENS, ROUND and SQUARE TABLES, HALL CHAIRS, STOOLS and JARDINIERE STANDS, PIANOLA COTTAGE PIANO (in good condition), sectional and folding MUSIC CABINETS and PIANOLA MUSIC.

ALSO:  
LARGE STEEL SAFE.

To be Sold at a later Date.

ONE FULL-SIZED ENGLISH BILLIARD TABLE WITH ALL ACCESSORIES.

On view from WEDNESDAY, the 8th October. Catalogues will be issued.

Terms—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 2nd October, 1913. [1143]

## GRACA &amp; CO.

DEALERS in

POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

Hongkong, 1st October, 1913. [1153]

## TO LET

## TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—  
A. S. WATSON & Co., Ltd.  
Hongkong, 22nd August, 1913. [945]

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# HOME RULE. LORD LOREBURN'S APPEAL TO THE NATION.

(TO THE EDITOR OF THE "TIMES.")

Sir,—I hope that it is not untimely to trouble you with a letter upon the Irish question during the calm of a recess which has rarely been better earned. My excuse must be that we are rapidly approaching a critical time. And I hold that every one, whatever his opinions may be, ought to help toward a friendly settlement. If all sincere efforts fail, then we can undertake, with becoming resolution the steps necessary toward carrying out whatever policy may be determined.

It is of no use lecturing one another or explaining the enormity of each other's conduct or policy. For the problem of Ireland is admittedly one of great difficulty and has come down from bygone generations, and none of us, perhaps, have been at all times very wise in handling it. The better course is to look at facts as they are. A Government Bill is awaiting its passage into law, and Parliament is divided into two great camps, one to which I belong supporting the other opposing it. What is likely to happen if it passes and what is likely to happen if it is in some way defeated?

I will first suppose that the Bill becomes law next summer, as indeed seems probable. It is inconceivable that Ministers should abandon it unless some alternative is generally accepted. No good purpose, however, can be served by ignoring the certainty that the passage of this Bill will be followed by serious rioting in the North of Ireland. It is an extravagance to speak of civil war, or to fancy that the troops if called upon will refuse to maintain order. But we know from experience in the past that much wider disturbance may be expected, more widespread and more violent than on any former occasion during our times. For there is a general belief that the Conservative Party in England is prepared to concede if not to approve of it. This novel feature cannot fail to inflame the conflict. Then it has been found in the recent propositions that, though many people were wounded, juries refused to convict. A prospect of impunity naturally encourages the promoters of disorder. Also an impression seems to have been created that Ministers will not under any circumstances use military force against rioters. I am convinced that no such thing can have been deliberately either said or conveyed. The primary duty of any civilized Government is to protect life and property, and it would lead merely to waste of life if any doubt were allowed to remain upon this point. But the impression has been created and tends toward making things worse.

No doubt it would be a blunder to take too logically the prospect of a Protestant rising. With the utmost encouragement only a fraction of those able to bear arms would be likely to quit their peaceful avocations in order to join in battle when there is no actual oppression, though it may become almost a point of honour to do something after the manner of the predictions that have been uttered. Still, however, contentment may feel that the affair would be one of street fighting, quite within the power of the constabulary with or without troops to quell in a short time, it would none the less be a grave calamity. When the riots had been quelled the spirit that prompted them would remain. For a generation to come the chance of bringing about a real partnership in self-government between Protestant and Roman Catholic Ireland would be seriously impaired, if there is a forced submission. Resentment would fester in boycotting and intimidation and abominable jury trials, such as often follow the repression of a popular outbreak in most countries, certainly in that country. A Conservative majority may find itself in power at Westminster some day, perhaps very soon, no one knows under what conditions or with what pledges. It might repeat the Act of 1902. All these contingencies and contingencies have to be faced. It may be necessary for the Government to take all risks. It must be foolish to ignore them, and looking at this aspect of the case alone it is intelligible that hasty critics should say—Drop the Bill, its consequences are too serious.

But look at the other side. Suppose that the Bill proceeds in the ordinary Parliamentary groove and by some accident it is rejected without being replaced by some acceptable measure. Is the prospect of that alternative more reassuring? Some people, inwardly conscious of the formidable decline that after all the Irish, who have for nearly 30 years returned Nationalist members for four-fifths of Ireland either unopposed or by overwhelming majorities, do not really care for Home Rule, but that it is all done by the agitator; and all will settle down quietly if only the Bill is defeated. I remember the same thing being said against reform of the Irish land laws. It is the counterpart of those who live in a dreamland. For more than a quarter of a century no Nationalist has entered any Government, and no perceptible change has taken place in the dull monotony with which members under the strictest pledge of fidelity to Home Rule have been sent to Westminster. Two or three seats have been always held or lost by a narrow margin. A few have sometimes stood apart from their colleagues upon some difference as to methods or as to persons, but they have always been for Home Rule, all of them. It is not loyal dealing with facts as they are to gauge the opinion of a population numbering above four million by the report of a few individuals, instead of by what the electors themselves repeatedly tell you through the ballot-box. But even if it were true that there has been a cooling down of Nationalist aspirations under the influence of growing prosperity, could anything be more certain to rekindle them than a rejection of self-government after a strife conducted in the temper which has characterized proceedings in the North of Ireland during the last twelve months? So far as we can measure the prospect of disorder in either event, more may be apprehended from the refusal than from the concession. The fiercest riots known in Belfast during our time occurred in 1886, immediately after Mr. Gladstone's Bill had been destroyed by a general election. Exultation breeds more violence than does disappointment in that strange climate. Assuredly there would be as much or more rioting. There would

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also be the far more subtle and intractable mischief of boycotting and intimidation on a larger scale and over a wider area, to torment whatever new Government might succeed the present and to throw the whole country into confusion. Granted that the overwhelming power of a British Government could preserve comparative order. Granted that it is the duty of any Government to use that power and not to be terrified by any menaces from maintaining what it regards as right in the public interest. None the less must we realize how great a delusion it is to suppose that our choice is between two paths, one leading to fury and bloodshed, the other leading to tranquility. Both of the paths which are open at this moment, unless some common agreement can be reached, must inevitably take us into serious trouble. Is there, then, really nothing that can be done except to watch the play of irreconcilable forces in a spirit of indolent resignation?

I support what has been independently recommended by others, that there should be a Conference or direct communication between the leaders. Even if there was little chance of arriving at a settlement by consent, even if it were clearly to the interest of any party, as a party, that there should be no settlement, still I should submit that the attempt ought to be made, rather than that we should drift into a lasting antagonism for want of a honest effort. But there are grounds for hoping that the attempt would not be fruitless and it can be demonstrated that the interest of no party great or small, would be prejudiced by it. Every party and, what is more important, every section of the community stands to lose by fighting out this quarrel to the bitter end.

Take Mr. Redmond and his supporters. Mr. Redmond is a man of talent and foresight, to put it very moderately. He cannot fail to see the great difficulties of a Nationalist Ministry in Ireland struggling in the midst of sectarian hatred and hampered by a combination between Protestants in the north and powerful Conservative organizations in England. He may have to meet this storm without having the control either of the military or of the police, and no doubt he would encounter it rather than abandon his ideals. But presumably he would far rather have harmony, and in fact has quite plainly said so, though he refrained from indicating what concessions he had in view. Mr. O'Brien has gone farther in this direction.

Next, see what is the Ministerial attitude. In the debate in the House of Lords of July 14th last Lord Crewe observed that plans had been put forward for a Conference to deal with this question of Home Rule, but that no response had come from any one entitled to speak for the Opposition, and that so long as the Irish minority, supported by the Conservative Party here, repeat that it will recoil from no action which prevents the institution of any kind of Irish Legislature and Executive, there is no common ground upon which the parties can confer. In the same speech, indeed in the same paragraph of it, Lord Crewe used this language:—"Certainly we do not pretend for a moment that this is the only Home Rule Bill, I would even say the only kind of Home Rule Bill, which Parliament might be asked to consider." There is nothing in this language redolent of the old cry, "The Bill, the whole Bill, and nothing but the Bill." Up to the last it must be supposed that Ministers, who assuredly have not taken leave of their senses, would be willing to consider proposals for accommodation. That

it is in the interests of the Liberal Party to find a way by consent if it can be safely and honourably done, so that no one shall triumph and no one suffer humiliation, is too obvious to need argument.

Let us see now what was the position of Lord Lansdowne in the same debate, which is of the highest importance, because it is the last debate that has taken place on this subject. Lord Lansdowne thought that the Bill could not be allowed to go into Committee because that course would be accepting the principle of the Bill and also would be acquiescing in the treatment which had been meted out to the House of Lords. It is a great pity, for I think the House might have considered the Bill in Committee, after express reservation made, without either accepting its principle or acquiescing in the way the House had itself been treated, and something useful might have been the outcome of a detailed discussion. But, limited though the discussion was, Lord Lansdowne used language which deserves close attention. He spoke of the Bill as "one which would not bring us one step nearer to that larger and more complete measure of devolution which so many of the best friends of Ireland desire." He then referred to Lord Grey's support of the principle of federation. And, speaking of Ministers, he said:—"Whenever their scheme of federation is produced I, for one, am ready to treat it with the utmost respect and desire to find in it a solution of the difficulties with which we have for so long contended." A measure larger and more complete, devolution, federation. What do these things mean? The names that may be used do not signify. The thought behind them is the important matter. It may contain the germ of a settlement. Replying for his party on the following day, Lord Curzon said of this Irish question, "I agree that it must be solved."

So far as party interest goes I will not suppose that it would be allowed to prevail against the public interest, but if it is to be computed, there is not much profit to the Conservatives in protracting this long, perilous controversy. Their prospects of defeating the Bill by Parliamentary methods are not very bright. They ask for a dissolution. A dissolution would not soften the temper of either side, but could only decide afresh which side should be coerced, as things now are. Whether or not it may be obtained as part of a bargain settling the Irish question by common consent is more than I know. The practical point is that this Bill is most likely to be placed upon the Statute-book next June in its present shape unless some agreement be reached, and sensible people would regulate their action with that probability in view. It must be better to have a measure that you can agree with rather than one which you regard as ruinous, and it must be worth while to ascertain whether such agreement is attainable. When a Conservative leader pledges the whole of his party to support unconditional resistance of the law unless the Bill is first submitted to the judgment of the country, there may be little open protest, but there must be a vast deal of inward misgiving among his followers, and in fact there is. For lawlessness is opposed to all their traditions, and no one stands to lose more than they in every way by its encouragement. Toward the end of August, according to newspaper reports, a Labour leader recommended strikers to arm themselves. He had learned from his betters. Others may do the same.

(Continued on Page 6.)

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Hongkong, 30th September, 1913. [464]

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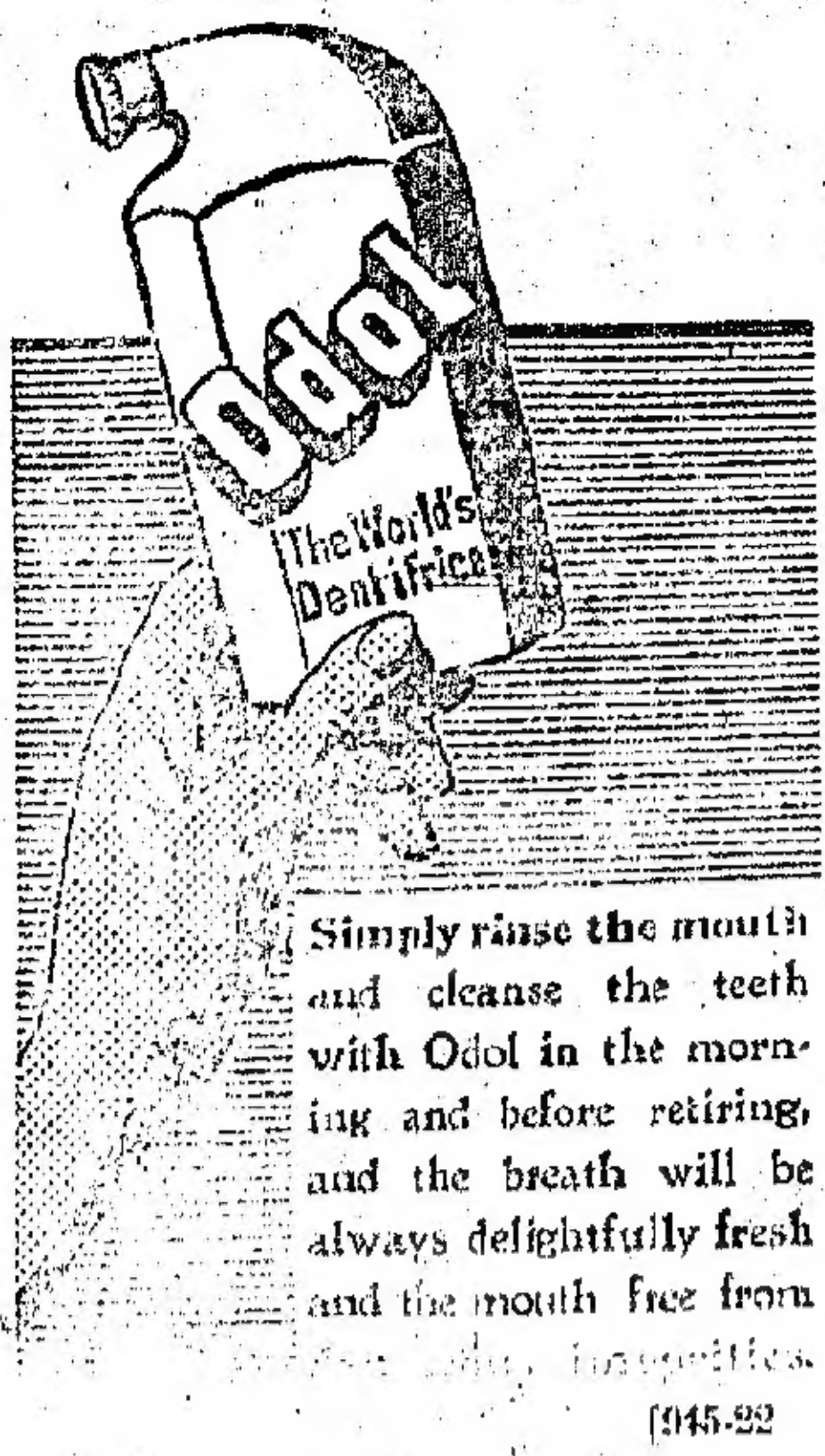
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Hongkong, 14th April, 1913. [133]





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DRIFTER, Norwegian str., 1,102, J. Ring, 2nd October - Bangkok 25th September, General - Chinese.

EMPEROR OF ASIA, British str., 1,009, S. Robinson, 24th September - Vancouver 10th September, General - Canadian Pacific Railway Co.

FOONHONG, British str., 1,228, W. G. Cowan, 2nd October - Saigon 25th September, Rice - Butterfield & Swire.

TSUKUJI MARU, Japanese str., 3,057, H. Tomimatsu, 1st October - Moji 25th September, Coal - Mitsui Bussan Kaisha.

HAKATA MARU, Japanese str., 6,241, H. Nomura, 2nd October - Moji 27th September, General - Nippon Yusen Kaisha.

HANOI, French str., 729, C. Le Chevalier, 2nd October - Pakhoi 1st October, General - A. R. Murry.

HELMER, German str., 717, J. Jensen, 2nd October - Holhoy 1st October, General - Jensen & Co.

INDO MARU, Japanese str., 3,972, K. Koniga, 2nd October - Singapore 26th September, General - Osaka Shosen Kaisha.

JAPAN, Swedish str., 6,229, C. A. Paulsen, 2nd October - Singapore 27th September, General - Arthur Nilsson & Co.

KAIYUKU MARU, Japanese str., 3,091, S. Hirai, 2nd October - Moji 25th September, Coal - Mitsui Bussan Kaisha.

LAISANG, British str., 2,224, H. E. Gilroy, 2nd October - Moji 25th September, General - Jardine, Matheson & Co.

MAHREY, German str., 990, R. G. Zoller, 2nd October - Holhoy 1st October, Rice - Butterfield & Swire.

MARIE, German str., 1,189, J. Davidson, 27th September - Bangkok 12th Sept., General - Chinese.

PAOING, British str., 1,228, Barker, 2nd October - Saigon 25th September, Rice - Butterfield & Swire.

RAJAH, German str., 2,028, C. Rosinsky, 7th Sept. - Tsingtau 20th September, General - Butterfield & Swire.

SHANSHI, British str., 1,228, E. B. Simons, 2nd October - Saigon 25th September, Rice - Butterfield & Swire.

TAISHO MARU, Japanese str., 2,637, G. Shimizu, 3rd October - Newchwang 20th September, Coal - Mitsui Bussan Kaisha.

TAIYUN, Chinese str., 1,216, R. G. Paramore, 2nd October - Shanghai 25th September, General - Chinese.

TEAN, British str., 1,351, Stifford, 2nd October - Manila 30th September, General - Butterfield & Swire.

TELINA, British str., 3,132, A. White, 2nd October - Singapore 25th September, Benzine - Asiatic Petroleum Co.

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YOKOHAMA MARU, Japanese str., 4,010, S. Wada, 28th September - Shanghai 25th September, General - Nippon Yusen Kaisha.

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September 26th - Nippon, Samia, Westphalia, Capri, Glenary.

September 29th - Ernest Simons, Hama-laga.

September 30th - Bloemfontein, Glenloch, Luthien, Silesia, Bermuda, Thesus, Indraghrie, Kinkasan Maru.

October 3rd - Antenor, Australien, Nankin.

## ARRIVALS AT HOME.

October 3rd - Buclow, Flathshire, Ningchow.

## HOME RULE.

(Continued from page 5.)

Coming to Ulster. Sir Edward Carson has expressed himself not unfavourably toward "local self-government," but I must confess that the prospect does not look very promising in Ulster when we regard the tone of the meetings held there and the disposition to treat as a sign of weakness any effort toward peace. Nevertheless, there are reasons so strong in themselves, and they must weigh even with any man if we are to reckon upon the ordinary motives of human action. The most fiery partisans will have some intervals of cool reflection and must recognise that revolt will certainly be put down in the end, at a heavy sacrifice of life it may be, and that the sympathies of the public in England and elsewhere will not be on the side of those who have provoked and commenced scenes of bloodshed. Belfast is the centre of great industries, upon the continuance of which depend not merely the fortunes of a few great employers, but the main trade of the whole community and the livelihood of multitudes of workmen and their families. What effect this agitation will have upon the trade of Ulster with the rest of Ireland remains to be seen. People do not generally prefer to deal with those who are exchanging pistol shots and other missiles with their friends and co-citizens. What effect a reign of disorder will have upon trade at large cannot be doubtful. The misery of insurrection in crowded cities has always been immensely aggravated by the closing down of shops and factories, the flight of capital, and the distress arising from wholesale unemployment. Business lost in these ways is not soon or easily recovered. A just sense of these dangers is the best security against unbridled violence. It will tell in Ulster.

VI.

There remains another consideration, the most powerful of all, which must have weight not only in Ulster but everywhere. After all, the people of Great Britain are entitled to some say in this business. They are ten times as numerous as the whole population of Ireland. They have their own affairs to look after, and it is common ground that their own business grievously suffers by the congestion of Parliament and the excessive burden which falls upon the Imperial Government. From the first it has been recognized by some among the advocates of Home Rule that this furnishes an additional reason for self-government in Ireland. To-day it is recognized by all, and has become with many of them the most conclusive reason, not only for self-government in Ireland, but also for an analogous process all over the United Kingdom. The Irish question is not an affair only for Irishmen to determine or to postpone according to the exigencies of their own warfare. When Protestants in the North claim that the Imperial Parliament and Executive shall alone govern their country surely they do less than justice to the complaints which are made in England and Scotland of the incurable inefficiency which now afflicts us here. The entire Protestant population of Ireland does not exceed a million. Must they not in reason admit that the 40 millions who inhabit Great Britain can fairly demand consideration? These are the things which lead me to believe that if men in authority upon different sides were to meet with a real desire to settle the formidable question which is now so prominent they would be able to succeed. At all events, I can see no reason why they should not try.

In order to make the attempt easier and success more likely no preliminary condition need be exacted from any one. Let those who hold that there should be no appeal to the country retain their right to it if they can. Let those who desire to use the Parliament Rule Bill as it stands retain their rights also, if it is necessary to use them. An agreement would either supersede these demands or might admit of their being in part conceded. In any case no one would be prejudiced, for no one would part with his right, nor can any one ever be compelled to agree to anything.

VII.

In one respect it would be well that precedent should be disregarded. The discussions at such a conference would be, as in 1910, necessarily confidential, so that every one should enjoy unrestrained freedom in pointing out difficulties or in advancing or withdrawing suggestions. But when these confidential discussions have been concluded, under the seal of lasting secrecy, then I think the final proposals in their ultimate form, together with the final answers made on any side, ought to be published if unhappily no agreement is concluded. In that way the public would be informed of the definite views upon which leading men are prepared to act, and would form his judgment accordingly. Had this been done at the Conference of 1910 perhaps it might have led to peace, instead of leaving each side free to say that the other had been unreasonable without being able to prove the charges or being liable to be refuted. At the present moment all are for some change. Some say it should be "local government," others say it should be "devolution or federation," others say it should be "Home Rule." Upon any interpretation of language the ideas denoted by those words run into one another. Were the cloud of phrases once cleared away we could reach bedrock and learn what are the real stumbling-blocks. It seems to me quite indifferent which party takes the first step toward dispelling the fog. Whoever begins will deserve the greater share of honour. Do not let us be the slaves of phrases or the victims of a false pride. The country will have to suffer if things go wrong, and the country is entitled to know what stands in the way of things going right.

VIII.

To my mind, though I am not now in any one's secrets, the true course seems so plain that I am constrained to wonder if its adoption is prohibited by considerations wholly foreign to the Irish question. Of course there are such considerations in men's minds. Is it resentment against the Parliament Act? I will put myself in the place of the enemies of that Act. They can repeat it or modify it if they persuade the country to give them a majority, and there is no statutory contrivance which could prevent them from doing so under our Constitution. It is only when a supposed wrong is irreparable that it need provoke men to desperate action. I should have thought that their wiser course would be

to aim for a victory at the polls, which would be helped, not hindered, by proof that as a crisis they put the public interest before private dislikes. Is it the Welsh Disestablishment Bill that stops the way? It is indeed most unfortunate that the paramount purpose of an Irish settlement should be hampered by any other Bill running on parallel rails, especially one which stirs such deep feeling. This obstacle may possibly prove insuperable, much as we might lament such a sacrifice of great national policy. But even if it should prove so in the end that could be no reason for refusing to meet and see if the wholly distinct question of Irish self-government can be amicably adjusted. It is not outside the bounds of possibility that a way might be found for surmounting the Welsh obstacle or for procuring a general election at no distant date. It cannot be right that people should refuse to discuss one subject because they are afraid that they cannot agree about another.

Sir Robert Peel who said long ago that he would prescribe when he was called in, and that saying has ever since been repeated as an excuse for an Opposition refusing to suggest alternative policies. Like most similar maxims it has a foundation in good sense, but it always was subject to limitations, and is now a good deal outworn. In Mr. Gladstone's time the extension of the franchise was arranged with Lord Salisbury at Queen Victoria's instance. In Mr. Balfour's time the Irish agrarian question was settled with general approval. A like effort was made without success in 1910. The truth is that we go on adopting old instruments to the new environment (a necessary process in many cases, but one, not only because the old has lost its edge, but also because the new is more crowded, more educated, more intolerant of any conceivable hardship, more fully possessed of power) - as we go on we shall be driven either to make our party system more elastic or to abandon it altogether. This view has taken shape already. It is at the bottom of countless articulate or unexpressed animosities against party. We have the proposal to make the Referendum a part of our Constitution. We have a movement for proportional representation. We have a National Defence Committee, with a leader of the Opposition as one of its members and other members who belong neither to party nor to Parliament, dealing with matters which, with the best intention, cannot be wholly divorced from considerations of policy. We have separate groups within the House of Commons, some of them with single aims which avowedly override everything else in their eyes. And at the present moment we have a Government dependent for its existence and for the accomplishment of objects which it desires upon a combination of such groups. All these things are very modern; and they show that the old machinery will break down at some point or other if you drive it on the old lines, and is breaking down now.

I have neither space nor time now to examine these suggested remedies for the danger is upon us. When we have dispelled it there will be leisure to survey the wider ground. Lord Lansdowne and Mr. Bonar Law can, if they please, proceed upon one of the old lines and refuse any parity upon one of the questions because they dislike the Ministerial attitude on this and also on other questions. Others may refuse. I do not know. But I do wish to point out that this is the way to make party odious instead of preserving a system which has great value if it is reasonably applied. The work of the country has to be done. An immense deal of it is comparatively neutral ground, ground upon which, if an effort is made, agreement is practicable and the result more lasting. There will always remain a good deal upon which acute differences subsist, real differences which are irreconcilable. With that residue there is nothing to be done except to fight it out. What offends against good sense, if I may presume to say so, is that questions which may admit of the former treatment should be dismissed to the latter without our being sure that they have been placed in the right category. The surest and safest way of keeping what is good, and there is much, in our party system is to recognize that it should supply meat, not supersede, the more fruitful method of legislation by consent. And no problem more urgent calls for an attempt to apply that method than the problem which is now perplexing us. - Yours faithfully,

LORENSON.

Kingsdown, Deal, September 9th.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**

The P.M. str. *Manchuria* sailed from Yokohama for Hongkong via Manila on the 29th September, at noon. The mails have been transferred to the T.K.K. str. *Chigo Maru*, which is due to arrive at Hongkong on the 8th October.

**THE AUSTRALIAN MAIL.**

The I.G.M. str. *Prins Sigismund* left Sydney on the 20th September, at 11 a.m., and may be expected here on or about the 13th October.

The N.Y.K. str. *Nikko Maru* (Australasian Line) left Melbourne for this port via ports on the 28th September, and is expected here on the 30th October.

The E. & A. str. *Adelante* left Sydney for this port via Queenstown Port and Manila on the 27th September, and may be expected to arrive here on the 20th October.

**MERCHANT STEAMERS.**

The N.Y.K. str. *Hirano Maru* (European Line) left Yokohama for this port via ports on the 28th September, and is due to-day.

The Apar str. *Ararat* Apar, from Calcutta, left Singapore on the 30th September, and is due to-day.

The N.Y.K. str. *Rangoon Maru* (Bombay Line) left Kobe for this port on the 20th September, and is expected here tomorrow.

The N.Y.K. str. *Aki Maru* (European Line) left Colombo for this port via Singapore or the 25th September, and is expected here on the 8th October.

The Ben Line str. *Romana*, from Middlesbrough and London, left Singapore on the 3rd October for this port, and may be expected to arrive here on or about the 9th October.

The N.Y.K. str. *Nippon Maru* (Bombay Line) left Bombay for this port on the 2nd September, and is expected here on the 10th October.

## THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 508, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 431 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful low boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, lugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

## WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses. [712]

The N.Y.K. str. *Sumaki Maru* (American Line) left Seattle for this port via ports on the 9th September, and is expected here on the 12th October.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 23rd September, and is expected here on the 12th October.

The Danish str. *Cathay* left Port Said on the 16th September, and may be expected here on or about the 13th October. The American & Manchurian Line str. *City of Harbin* left New York on the 23rd August, and is due here on or about the 13th October.

The N.Y.K. str. *Mishima Maru* (European Line) left Marseilles for this port via ports on the 20th September, and is expected here on the 22nd October.

The N.Y.K. str. *Shidzuka Maru* (American Line) left Seattle for this port via ports on the 23rd September, and is expected here on the 26th October.

The Swedish East Asiatic Co.'s str. *St. Helena* left Antwerp on the 23rd September, and is expected to arrive here on or about the 1st November.

The Mogul Line str. *Lothian* sailed from United Kingdom on the 13th September, for Hongkong via the Straits.

The str. *Glenverret* passed the Suez Canal on the 19th September for Hongkong via Straits.

The Barber Line str. *Saint Patrick* sailed from New York on the 12th September for Hongkong.

The str. *Glenloch* passed the Suez Canal on the 9th September, for Hongkong via Straits.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

*Waiching*, from Bangkok, is due in Hongkong 6th October.

*Puansong*, from Samarra, is due in Hongkong 7th October.

*Loat*, from Calcutta, is due in Hongkong 12th October.

## SHIPPING REPORTS.

The British str. *Haiching* reports: Had fresh N.E. wind and fine clear weather.

The German str. *Coblenz* reports: Fine weather.

## NOTICES TO CONSIGNEES

ORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 9.30 a.m.

All Claims must reach us before the 16th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NOEDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 2nd October, 1913.

SWEDISH EAST ASIATIC CO. LTD., GOTHENBURG.

## NOTICE TO CONSIGNEES.

THE Steamship

"JAPAN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 9.30 a.m.

All Claims must reach us before the 11th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents.

Hongkong, 3rd October, 1913.

## NOTICES TO CONSIGNEES

SWEDISH EAST ASIATIC CO. LTD., GOTHENBURG.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRING,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Oct. at 9.30 a.m.

All Claims must reach us before the 11th Oct. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents.

Hongkong, 29th September, 1913. [40]

## AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF EDINBURGH,"

Captain H. V. Rieby, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 9th inst., at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 2nd October, 1913. [1151]

## FROM EUROPE.

THE H.A.L. Chartered Steamship.

"ALBENGA"

Captain Carlsen, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th Oct. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 9th Oct. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex ss. "Mareux" from Bordeaux. Ex ss. "Julo" from Elken.

HAMBURG-AMERICA LINE, Hongkong Office. [1165]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA"

Arrived Hongkong on 3rd October, 1913, from ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 9.30 a.m.

All Claims must reach us before the 11th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents.

Hongkong, 3rd October, 1913. [1]

## WEATHER REPORT.

On the 5th at 11.25 a.m.—The depression passed into the Pacific yesterday evening. Pressure has increased slightly along the east coast of China and decreased slightly over Annam. It is nearly stationary along the south coast of China and over the Philippines.

An area of high pressure extends from N. China to Manchuria.

No returns from Japan.

Fresh monsoon is indicated along the east coast of China and over the northern portion of the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST

• Hongkong & Neighbourhood

Formosa Channel (N.E. winds, strong)

South coast of China between (The same as Hongkong and Lanchow) No. 1.

South coast of China between (The same as Hongkong and Lanchow) No. 1.

• N.E. winds, fresh; fine

## CHINA COAST METEOROLOGICAL REGISTER.

5TH OCTOBER, 1913, A.M.



## VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW &amp; CO.), LTD.

## THE Steamship

"GLENLOGAN" (Capt. Jas. McGregor),  
FOR GLASGOW, LONDON AND  
ANTWERP.

The above Steamer will be despatched for the Ports named, on SATURDAY, the 11th October.

The Vessel has excellent accommodation for 30 Saloon Passengers, all Cabins Amidsips, and is fitted with Electric Light and Fans in every cabin.

A duly qualified Stewardess and Doctor are carried.

Attention is particularly directed to the Moderate Rates charged, viz.:-

Saloon Passage, Hongkong to Glasgow, London, or Antwerp, £40.

For freight or passage, apply to  
SHEWAN TOMES & CO.,  
Agents.

Hongkong, 3rd October, 1913. [1037]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

## PROPOSED SAILINGS FROM HONGKONG.

## FOR NEW YORK.

S.S. "SHIMOSA" ... On or about 5th Oct.

For BOSTON AND NEW YORK.

S.S. "MONTROSE" ... On or about 16th Oct.

For Freight and further information, apply to

DODWELL & Co., Ltd.,  
Agents.

Hongkong, 25th Sept., 1913. [1038-1115]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## TEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, MEDITERRANEAN PORTS, PLAYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
HAWAII, CONTINENTAL AMERICAN  
AND SOUTH AFRICA PORTS.

## THE Steamship

"CHINA" ...  
Capt. C. H. S. Toppo, R.N., carrying His Majesty's Mails, will be despatched from this port direct for LONDON, on SATURDAY, the 11th October, 1913, at Noon, taking Passengers and Cargo in same bottom for Colombo, Port Said, Marseilles and London.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
P. A. HIRWET,  
Superintendent.

Hongkong, 20th September, 1913. [1]

## THE "INDRA" LINE, LIMITED.

FOR SAN FRANCISCO.

## THE Steamship

"INVERCLYDE" ...  
Captain Mansfield, will be despatched as above about End of October.

For Freight and further particulars, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Telephone No. 215 Sub Ex. 9.  
Hongkong, 2nd October, 1913. [1146]

## LATEST STEAMER MOVEMENTS.

The P. & O. str. "India" is expected to arrive at Penang on the 7th October, at noon.

The I.G.M. str. "Kleef", carrying the German mails, with dates from Berlin of the 17th September, left Colombo on the 4th October, p.m., and may be expected here on or about the 15th October.

The P. & O. str. "Delta" left Singapore for this port on the 4th October, at 10.30 a.m., with the outward English mails, and is due here on the 9th October, at about 6 a.m.

The str. "Thongha", from Calcutta, left Singapore on the 2nd September, and may be expected here on or about the 7th October, p.m.

The C.P.R. str. "Empress of India" left Yokohama on the 3rd October, and is due to arrive Hongkong on the 10th October.

The Yokohama C.P.R. office advises receipt of the following wireless message from the "Empress of Japan", 1,340 miles from Yokohama, at midnight, on Friday, the 3rd October:—"Due Yokohama at daylight. Will leave Yokohama at 3 o'clock on Wednesday, the 5th October."

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1913, WITH INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 30th July, 1913.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN via TUNGTAU, WEI, HAIWEI & CHEFOO	"CHEONGSHING"	Tuesday, 7th Oct., Noon.
SHANGHAI	"KWONGSANG"	Tuesday, 7th Oct., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 11th Oct., 2 P.M.
SINGAPORE	"LOONGSANG"	Saturday, 11th Oct., 2 P.M.
YOKOHAMA, KOBE & MOJI	"FAUSANG"	Tuesday, 14th Oct., 2 P.M.
MANILA	"LOVAT"	Tuesday, 14th Oct., 2 P.M.
MANILA	"FUENSANG"	Saturday, 18th Oct., 2 P.M.

## RETURN TOURS TO JAPAN.

The Steamers "KONGSANG", "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LABANG", "KUSANG", "LOVAT", "Yatsing" and "Suisang", leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong, time occupied 6 days.

A daily qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yatsen, Chefoo, T'sin, Dalny, W'wei, T'antan, Chwang, etc.

Telephone No. 915, Sub. Exch. 1.

Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGERS.

Hongkong, 6th October, 1913.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island, and these vessels are numbered at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's Pier. 2. From Harbour Master's Pier to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BIRTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED
LONDON, via USUAL PORTS OF CALL.	CHINA ...	Brit. str.	—	C. H. S. Toppo, R.N.	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NILE ...	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP via SINGAPORE, &c.	VESTALIA ...	Brit. str.	—	Schroder	JARDINE, MATHESON & Co., Ltd.	On 20th inst.
HAMBURG & HAMBURG, &c.	LIBERTY ...	Ger. str.	—	Karberg	HAMBURG-AMERICA LINE	On 15th inst.
HAMBURG & HAMBURG, &c.	SUBMARK ...	Ger. str.	—	Karberg	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES via SAIGON, S'PORE, COLOMBO, PORT SAID	PAUL LOCAT ...	Franch. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HILANO MARU ...	Cor. str.	—	Vogeler	NIPPON YUSEN KAISHA	On 8th inst., at D'light.
MARSEILLES, HAVRE & HAMBURG, &c.	HOBBS ...	Ger. str.	—	Wagner	HAMBURG-AMERICA LINE	On 11th inst.
ROTTERDAM, HAMBURG & ANTWERP	SACSEN ...	Ger. str.	—	Prohmer	HAMBURG-AMERICA LINE	On 13th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KOCHIAMA MARU ...	Jap. str.	—	S. Wait	NIPPON YUSEN KAISHA	On 30th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	CHIHO MARU ...	Jap. str.	—	N. Kobayashi	OSAKA SHOSHEN KAISHA	On 15th inst., at 1 p.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	Fr. Rohm	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 10 a.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	J. McGregor	SANDER, WHEELER & Co.	On 15th inst., at 4 p.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	W. W. Greene	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	Mansfield	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	Yoshikawa	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	Chidley	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	B. Kou	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	A. Huetzig	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	H. Yamamoto	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	R. Takeda	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	V. Liddell	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	E. Forsyth	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	Cowin	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	W. F. Bichard	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	J. Meatharal	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	Charbonnel	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	W. R. Le Mare, R.N.	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	Walker	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	Bath	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	Richards	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	M. Doughty	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	F. J. Fox	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	K. Rashira	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	X. Yamamoto	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	K. Murakami	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	W. C. Pastmore	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	J. W. Evans	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	A. E. Hodgins	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	J. B. Rosch	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	Wake	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	W. G. G. Leask	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	J. Miller	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	E. Schenk	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	P. S. McManus	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	K. Komiya	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	E. J. Tadd	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	H. S. Malkin	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	J. R. O. Sullivan	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	T. Sato	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	J. Koehler	SANDER, WHEELER & Co.	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHIHO MARU ...	Jap. str.	—	H. Mathias	SANDER, WHEELER & Co.	On 15th inst.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER					TO L'POOL		FROM L'POOL		FROM VANCOUVER				
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Van-couver	Quebec	Liver-pool	Steamers	Van-couver	Yokohama	Kobe	Nagasaki
EMPERESS OF ASIA	8 Oct.	16 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	EMPERESS OF JAPAN	24 Sept.	8 Oct.	9 Oct.	11 Oct.
EMPERESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	MONTEAGLE	1 Oct.	17 Oct.	20 Oct.	22 Oct.
EMPERESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	27 Nov.	4 Dec.	EMPERESS OF RUSSIA	8 Oct.	19 Oct.	20 Oct.	22 Oct.
EMPERESS OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.	18 Dec.	25 Dec.	EMPERESS OF INDIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.
EMPERESS OF ASIA	3 Dec.	5 Dec.	7 Dec.	9 Dec.	11 Dec.	20 Dec.	25 Dec.	1 Jan.	EMPERESS OF ASIA	5 Nov.	16 Nov.	17 Nov.	19 Nov.

## PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada 25 additional.
EMPERESS OF RUSSIA	£71.10	£71.10	
EMPERESS OF ASIA	£65	£65	
EMPERESS OF INDIA	£43	£43	
EMPERESS OF JAPAN	£43	£43	
MONTEAGLE	£43	£43	

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUZ MAIL LINES or TRANS-SIBERIAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

## THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the fastest, latest and most luxurious on the Pacific.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,  
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

743]

## BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "FULTALA", 4,154 tons gross, Captain Chidley, will be despatched for YOKOHAMA, KOBE and MOJI on the 17th October, at 4 p.m., taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
AGENTS.

Telephone No. 215.

Hongkong, 2nd October, 1913.

## THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

## "SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"VESTALIA"	On 20th Oct.
LONDON & ANTWERP	"DEN OF RUTHVEN"	On 12th Nov.
LONDON & ANTWERP	"DENBIGHSHIRE"	On 20th Nov.

## NEW TRANS-PACIFIC "SHIRE" AND "GLEN"

## JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA	"DEN OF AIRLIE"	On 14th Nov.
VICTORIA, VANCOUVER, SEATTLE, TACOMA	"MONMOUTHSHIRE"	On 12th Dec.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No. 9.

JARDINE, MATHESON & Co., Ltd.

Hongkong, 16th September, 1913.

AGENTS.

## PASSENGERS.

## ARRIVED.

Per "Hainan", from Chetoo, Mr. R. Brown.

Per "Hainan" from Swatow, Mrs. Procopce.

Per "Kier", from Nagasaki, Mrs. Dimitrieva and Mr. Petersen.

Per "Sunder" for Hongkong, Mr. R. H. Cousins, Mr. O. D. Kelman, Lieut. Thicknesse, Lieut. Bagnall and Lieut. B. Dryer.

Per "China", for Hongkong, from San Francisco, etc., Mr. and Mrs. B. S. Auerheimer, Miss Ruth Auerheimer, Mr. and Mrs. J. Auster, Mr. A. Antolini, Mr. B. S. Aquino, Mrs. R. W. Blackwood, Mr. H. W. Brown, Mr. C. Clelland, Comdr. and Mrs. J. H. Dayton, Miss E. C. Dalton, Mr. and Mrs. S. Erlanger, Mr. R. I. Fearn, Mr. and Mrs. R. Fernandez, Mrs. S. B. Fortunato, Mrs. and Miss F. E. Glazebrook, Mr. A. E. Harvey, Miss E. Halfner, Mrs. W. A. Kincaid, Miss Martha Lund, Mr. J. Montilla, Mrs. E. Moran, Mr. J. F. McCullough, Mr. R. C. Pell, Miss E. F. Patterson, Miss M. H. Robinson, Miss Edna Rue, Mr. A. H. Rivera, Mr. W. K. Ward, Mr. A. Von Weser, Mr. R. O. Warrington and Mr. E. Veraguth.

## DEPARTED.

Per "Zafiro", for Manila



# BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

## EASTWARD.

S.S. "ARK MOON APCAR" 4450 tons, Capt. W. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 15th October.

S.S. "THONG WA" 6290 tons, Captain O. M. Robins, will be despatched to YOKOHAMA, KOBE and MOJI on 15th October.

## WESTWARD.

S.S. "JELUNGA" 5206 tons, Capt. J. R. O. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th October.

S.S. "JAPAN" 6015 tons, Captain U. P. Seddon, will be despatched as above on 15th October.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to  
**DAVID SASSOON & CO., LTD.**  
HONGKONG, 1st October, 1913. AGENTS.

# PACIFIC MAIL S.S. CO. THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA	COMFORT.	FROM HONGKONG calling at
27,000 tons, twin screws		SHANGHAI, NAGASAKI,
<b>MANCHURIA</b>		KOBE (via Inland Sea),
27,000 tons, twin screws		YOKOHAMA and HONO-
<b>KOREA</b>	<b>SAFETY.</b>	LULU (the Paradise of the
18,000 tons, twin screws		Pacific) through Service via
<b>SIBERIA</b>		NEW YORK to Europe.
18,000 tons, twin screws		
<b>CHINA</b>	<b>SPEED.</b>	
11,000 tons		
Also <b>PERSLA</b> 9,000 tons		

## SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. COUSINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST.—By this route to London with its unrivalled opportunities is £71-10-0 for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
CHINA	10,200	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 P.M.
NILE	11,000	TUESDAY, 28th Oct., at 9.45 A.M.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 P.M.
PERSLA	9,000	TUESDAY, 25th Nov., at Noon.
KOREA	18,000	TUESDAY, 9th Dec., at 1 P.M.
SIBERIA	18,000	TUESDAY, 16th Dec., at 1 P.M.
CHINA	10,200	TUESDAY, 30th Dec., at Noon.

INTERMEDIATE STEAMERS.  
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

## HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
14th Oct. CHINA	16th Oct.	16th Oct. MANCHURIA	11th Oct.
23rd Oct. NILE	30th Oct.	30th Oct. NILE	20th Oct.
25th Nov. PERSLA	27th Nov.	30th Oct. MONGOLIA	1st Nov.
30th Dec. CHINA	1st Jan.	15th Nov. PERSLA	17th Nov.
10th Jan. NILE	12th Jan.	25th Nov. KOREA	28th Nov.

LET US PLAN AN ITINERARY FOR YOU.  
KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.  
**R. C. MORTON, AGENT.**  
Panama-Pacific International Exposition—San Francisco—1915.

# SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"ST. HELENA"	7,500	About 1st Nov.

For Freight and Further Particulars, apply to  
**ARTHUR NILSSON & Co.,**  
YORK BUILDINGS, TOP FLOOR.

# MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
VIA SHANGHAI.

FOR	STEAMERS	To SAIL
MARSEILLES VIA PORTS	PAUL LECAT Capt. Lecoq	On 7th October.
	ARNAUD BEHIC Capt. Roast	On 21st October.
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE Capt. Chaboud	On 9th October.
	ERNEST SIMONS Brunet	On 20th October.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.  
Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers at their arrival in Marseilles.  
For further particulars apply to  
**S. O. DE BUSNIERRE, ACTING AGENT,**  
QUEEN'S BUILDING.

# INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:	PROPOSED SAILINGS.	FROM COLOMBO:
25th Oct.	"MIRAMICHI"	12th Nov.

# ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

From Hongkong About Middle of February 1914.  
For Rates and Further Information, apply to  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 6TH OCT., 1913.

8 a.m. HEUNGSHAN.	8 a.m. HONAM.
10 p.m. FATSHAN.	5 p.m. KINSHAN.

TUESDAY, 7TH OCT., 1913.

8 a.m. HONAM.	8 a.m. HEUNGSHAN.
10 p.m. KINSHAN.	5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.  
Day Steamers Call No. 775, Night Steamers Call No. 773.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

## HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO.

SUNDAY, 12TH OCTOBER, 1913.

The Company's Steamship  
"SUI AN"  
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAI NAM, 558 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LITIAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier.



# SAN FRANCISCO SCENIC ROUTE TRANS-PACIFIC TOYO KISEN KAISHA TRANS-CONTINENTAL WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed	
S.S. TENYO MARU	22,000 tons.
S.S. CHIYO MARU	22,000 tons.
S.S. SHIYO MARU	22,000 tons.

S.S. NIPPON MARU 11,000 tons. (Intermediate.)  
S.S. HONGKONG MARU 11,000 tons. (Intermediate.)  
THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Earliest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequalled Cuisine.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver without CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

## C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG!

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "KOEBER" 9,900 tons, will leave as above on 15th October at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Dog FARES: Hongkong-Trieste (Venice), £50 1st, £26 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "PERSIA" 12,500 tons, will leave as above about 1st November.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloons Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £23.15, II £14.15.

BY SOUTHERN EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Basle, Lausanne, Calais or Boulogne, Class I £24.15, II £15.15.

BY SEABOARD EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.15, II £13.15.

BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £27.15, II £13.15.

TO SHANGHAI.  
S.S. "BOHEMIA" 7,900 tons, will leave as above on 1st November, at 6 A.M.  
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £3 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.  
S.S. "NIPPON" 13,900 tons, will leave as above about 30th October.  
Cargo taken at through rates to all ports in Atlantic, Levant, Black Sea & Danube, also North & South America.

**SANDER, WILDER & Co., Agents,**  
Hongkong, 3rd October, 1913. Prince's Building.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser,	16,000	WED'DAY, 8th Oct., at D'light.
	KATORI MARU Capt. Murai,	20,000	WED'DAY, 22nd Oct., at Daylight.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada,	12,500	TUESDAY, 7th Oct., at Noon.
	SANUKI MARU Capt. Noma,	12,500	TUESDAY, 21st Oct., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Yoshikawa,	12,500	WED'DAY, 22nd Oct., at Noon.
	NIKKO MARU Capt. Yagi,	9,600	WED'DAY, 19th Nov., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	TOSA MARU Capt. Sato,	12,000	SATURDAY, 16th October.
BOMBAY VIA SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamoshita,	12,000	WED'DAY, 8th October.
KOBE and YOKOHAMA	AKI MARU Capt. B. Kon,	12,500	THURSDAY, 9th Oct., at 11 A.M.
SHANGHAI, MOJI & KOBE	JINSEN MARU Capt. J. Richards,	5,000	SATURDAY, 11th October.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. Takeda,	9,600	WED'DAY, 22nd Oct., at 11 A.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	KIRIN MARU Capt. Deguchi,	5,000	MONDAY, 13th October.

Fitted with New System of Wireless Telegraphy.

## PASSENGER SEASON—1914.

STEAMER.	TONS	SAILS	WED'DAY
MIYASAKI MARU	16,000	"	28th January.
KITANO	16,000	"	11th February.
HIRANO	12,500	"	25th February.
KATORI	20,000	"	11th March.
KAMO	16,000	"	25th March.
KASHIMA	20,000	"	8th April.

STEAMER.	TONS	SAILS	TUESDAY
SHIDZUKA MARU	12,500	"	27th January.
TAMBA	12,500	"	10th February.
AKI	12,500	"	24th February.
SADO	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.  
For Further Information as to Freight, Sailing, &c., apply to  
**T. KUSUMOTO, MANAGER.**

TELEPHONE Nos. 292 and 1241

[11-12-1]

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves	YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG.	MARSEILLES and LONDON	MARSEILLES
p.m. Thurs.	10 p.m. Tues.	1 p.m. Satur.			Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MAJOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES:

The Fares to London and Marseilles are as follows:—

	1st Saloon	"A"	Accommodation	Single	Return
LONDON	£65	£59	£24	£40	£250.
MARSEILLES	£61	£55	£22	£38	£235.
	£57	£51	£20	£36	£227.

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
**LONDON**  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'elles	Due at LONDON
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	about
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 13
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO  
FARES TO LONDON:  
1st Saloon £50 Single: £25 Return.  
2nd Saloon £35 Single: £20 Return.

FARES TO MARSEILLES:  
1st Saloon £46 Single: £23 Return.  
2nd Saloon £33 Single: £17 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.  
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.  
For Further Particulars, apply to—

**E. A. HEWETT,**

SUPERINTENDENT.



## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. W. R. Le Mare, R.N.R.	About 9th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	CHINA Capt. C. H. S. Toque, R.N.R.	11th Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	NILE Capt. H. Powell	About 15th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 18th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. BEWETT,  
Superintendent.

Hongkong, 6th October, 1913

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"POOCHOW"	On 6th Oct., 4 P.M.
SHANGHAI	"SHAN"	On 7th Oct., 10 A.M.
HONGKONG & HAIPHONG	"SUNGKIANG"	On 7th Oct., 4 P.M.
SHANGHAI	"PAOTING"	On 7th Oct., 4 P.M.
MANILA, Cebu and LOLO	"TEAN"	On 7th Oct., 4 P.M.
SHANGHAI	"LUCHOW"	On 9th Oct., 4 P.M.
SHANGHAI	"YINGCHOW"	On 11th Oct., 11 A.M.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 12th Oct., 11 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest of Extras. State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45..... RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 6th October, 1913.

TELEPHONE 36

AGENTS

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 7th Oct., at 11 A.M.
"HAIKANG"	Capt. A. B. Hodgins	FRIDAY, 10th Oct., at 11 A.M.
"HAITAN"	Capt. J. S. Beach	TUESDAY, 14th Oct., at 11 A.M.

For SWATOW AND RETURN

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WED'DAY, 8th Oct., at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier).

For Freight and Passage, apply to—

DOUGLAS LIPPAK & Co.,  
GENERAL MANAGERS.

Hongkong, 4th October, 1913.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	11th October	On 10th Oct., 11 A.M.
ALDENHAM	1st November	On 31st Oct., 11 A.M.
EMPIRE		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

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## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. ARABIA	10th Oct.
S.S. ALBANIA	17th Oct.
S.S. SAMBIA	21st Oct.
S.S. REGOVIA	22nd Oct.
S.S. ANDALUSIA	29th Oct.
S.S. ISTRIA	5th Nov.
S.S. ALTMARK	13th Nov.
S.S. SITHONIA	20th Nov.
S.S. PREUSSEN	29th Nov.

For Further Particulars, apply to—

HOMEWARD.

FOR MARSEILLES, HAVRE & HAMBURG:	S.S. HOERDE	11th Oct.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SACHSEN	12th Oct.
FOR HAVRE, BREMEN & HAMBURG:	S.S. LIBERIA	15th Oct.
FOR HAVRE & HAMBURG:	S.S. SUEDEMARK	28th Oct.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or):	S.S. ANDALUSIA	29th Oct.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. BAYERN	30th Oct.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 3rd October, 1913.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND  
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

## NIPPON MARU &amp; HONGKONG MARU.

INTERMEDIATE STEAMERS.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., Noon.
NIPPON MARU	A. G. Stevens	WED'DAY, 5th Nov., at Noon.
TENYO MARU	S. Bent	TUESDAY, 11th Nov., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 20th Nov., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 17th October, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)  
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

## ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
ANYO MARU	18,500	WED'DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.
BUYO MARU	10,500	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

## SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"MEXICO MARU"	N. Kobayashi	WED'DAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	WED'DAY, 12th Nov., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 27th Nov., at 1 P.M.
"PANAMA MARU"	J. Kanoe	WED'DAY, 10th Dec., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.  
Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,  
PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	K. Komiya	THURSDAY, 27th Oct., 4 P.M.
"LUZON MARU"	H. Yamamoto	
"SAIGON MARU"	T. Yamaguchi	

FOR MOJI, KOBE AND YOKKAICHI.

"LUZON MARU"	H. Yamamoto	THURSDAY, 30th Oct., P.M.
"SAIGON MARU"	T. Yamaguchi	
"INDO MARU"	K. Komiya	

## CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KALIO MARU"	Y. Yamamoto	WED'DAY, 8th Oct., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIGI MARU"	K. Murakami	SUNDAY, 12th Oct., at 10 A.M.
"DAJIN MARU"	M. Nagano	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashira	WED'DAY, 15th Oct., at 8 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashira	FRIDAY, 10th Oct.

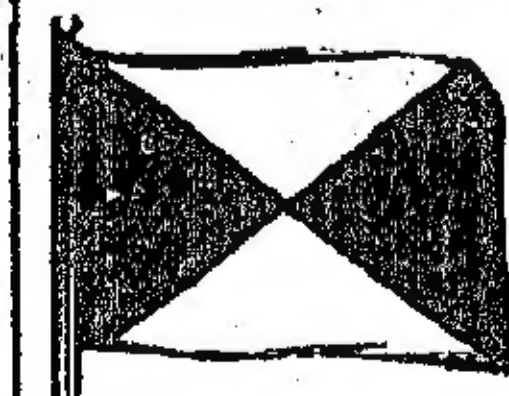
These Steamers of Coast and Formosa Line have amplest accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Prince Central).  
For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor No. 1 Queen's Building.

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## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 14th Oct., 4 P.M.
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 24th Oct., 4 P.M.

Electric Light. Fans in every Cabin. Comp. Stewards Carried.  
For Freight or Passage, apply to SHEW, TOMES & Co. General Managers.  
Hongkong, 6th October, 1913.

## THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

## TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS, REPAIRERS, BOILERMAKERS  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines,  
Boilers, Railway Rolling Stock, Bridges, and all Classes  
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing  
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.  
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,  
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION  
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.Dockyard Manager, MR. J. REID, can be seen between the hours of 11 A.M. and 12 Noon  
at the Town Office.

## BUTTERFIELD &amp; SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address—"TAIKOO DOCK."

## JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILITONG	SHANGHAI	First half of October.	JAVA	First half of October.
TJIMAH	JAPAN	First half of October.	JAVA	First half of October.
TJIMANOEK	JAVA	First half of October.	JAPAN	First half of October.
TJIPANAS	JAVA	First half of October.	SHANGHAI	Second half of October.
TJIBODAS	SHANGHAI	Second half of October.	JAVA	Second half of October.
TJITABOEM	JAVA	First half of November.	JAPAN	First half of November.
TJIKINI	JAVA	First half of November.	SHANGHAI	First half of November.
TJILATJAP	JAVA	Second half of November.	JAPAN	Second half of November.

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 1st October, 1913.

Telephone No. 375.

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## NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	GNEISENAU Capt. F. Reym.	18,300	Wed'day, 15th Oct., at 10 A.M.
KOBE and YOKOHAMA	PRINZ SIGISMUND, Capt. A. Hertzog	5,000	About Tuesday, 14th Oct.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. Koebele	5,000	Friday, 31st Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphic  
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHERS &amp; Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 2nd October, 1913.

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## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET

MANILA—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and  
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

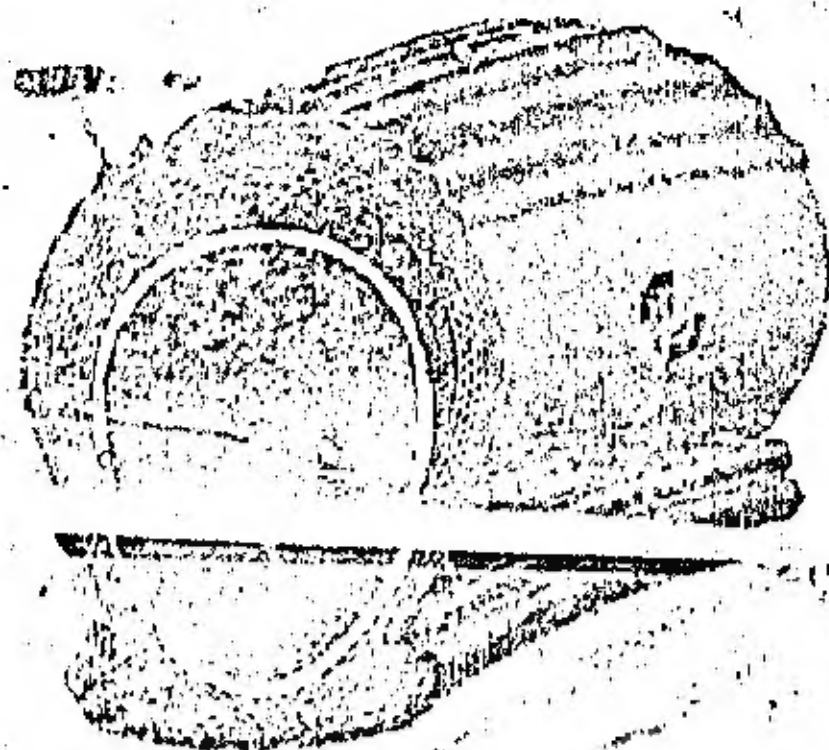
CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

1694



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## POST OFFICE NOTICE.

The *Chigo Maru*, with the American Mail, and also with the *Mail ex Manchuria*, is due to arrive here on Wednesday, the 6th inst.

The *Deuts*, with the English Mail, left Singapore on Saturday, the 4th inst., at 10.30 a.m., and is expected to arrive here on Thursday, the 9th inst., at 6 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 4th and for despatch overland on the 10th ult.

FOR	PER	DATE
Port Bayard	Chongwa	Monday, 6th, 9.00 P.M.
Bangkok	Yi Loon	Monday, 6th, 9.00 A.M.
Pakhoi and Haiphong	Raoi	Monday, 6th, 10.00 A.M.
Philippine Islands	Bellerophon	Monday, 6th, 11.00 A.M.
Shanghai and North China	Foochow	Monday, 6th, 3.00 P.M.
Shanghai and North China	Shansi	Monday, 6th, 5.00 P.M.
Hollow, Haiphong and Pakhoi	Sungtang	Tuesday, 7th, 9.00 A.M.
Shanghai, North China, Japan via Moji	Yokohama Maru	Tuesday, 7th, 10.00 A.M.
Victoria, B.C. and Seattle (Wash.)	Haiching	Tuesday, 7th, 10.00 A.M.
Swatow, Amoy and Foochow	Kwongkang	Tuesday, 7th, 10.00 A.M.
Shanghai and North China	Chengshing	Tuesday, 7th, 10.00 A.M.
Tsingtau, Weihaiwei, Chosoo and Tientsin		

SAIGON, STRAITS, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via Marseilles (Late Letters 11 to Noon Extra postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Straits and India via Calcutta

Philippine Islands

Shanghai and North China

Straits and Ceylon

Swatow, Amoy and Foochow

SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA, and CANADA via VANCOUVER (EUROPE via SIBERIA)

Shanghai, and North China

Philippine Islands, Timor, Australia, Tasmania, New Zealand via Port Darwin

Swatow, Amoy and Foochow

STRAITS, BURMAH, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via SUEZ

(Late Letters 11.00 to Noon, Extra Postage 10 cents)

(Supplementary mail on board up to the time fixed for departure of the mail, time fixed for departure of the mail, Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

The Parcel mail will be closed on Friday, the 10th inst., at 5 p.m.

Philippine Islands

Straits

Manzanillo and Guaymas (Mexico)

Weihaiwei and Tientsin

Shanghai and North China

EUROPE via SIBERIA

Swatow, Amoy and Foochow

Philippine Islands, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO

STRAITS, BURMAH, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via NAPLES

Japan via Yokohama

Formosa via Keelung

China, Japan via Nagasaki, Victoria, and Tacoma

Japan via Yokohama

Formosa via Keelung

China, Japan via Nagasaki, Victoria, and Tacoma

## COMMERCIAL.

## CLOSING QUOTATIONS.

October 4th.

ON LONDON:	
Telegraphic Transfer	254
Bank Bills, on demand	254
Bank Bills, at 30 days sight	254
Bank Bills, at 4 months sight	254
Credits, at 4 months sight	254
Documentary Bills 4 months sight	254
ON PARIS:	
Bank Bills, on demand	254
Credits, at 4 months sight	259
ON GERMANY:	
On demand	205
ON NEW YORK:	
Bank Bills, on demand	483
Credits, at 60 days sight	493
ON BOMBAY:	
Telegraphic Transfer	1491
Bank, on demand	1491
ON CALCUTTA:	
Telegraphic Transfer	1491
Bank, on demand	1491
ON SHANGHAI:	
Bank, at sight	721
Private, 30 days sight	731
ON YOKOHAMA:	
On demand	971
ON MANILA:	
On demand	931
ON SINGAPORE:	
On demand	853
ON BATAVIA:	
On demand	1211
ON HAIPHONG:	
On demand	1 1/2 pm.
ON SAIGON:	
On demand	761
ON BANGKOK:	
On demand	761
SOVEREIGNS, Bank's Buying Rate	\$9.90
GOLD LB. 100 fine, per tael	\$32.40
BAR SILVER, per oz.	28 1/2

## SUBSIDIARY CENTS.

Chinese	20 cents pieces	\$2.02 discount.
Chinese	10	\$3.51
Hongkong	20	\$3.91
Hongkong	10	\$7.91

## MAILS VIA SIBERIA.

London	Due
September 19th	October 4th
September 29th	October 6th

## SHARE LIST.—QUOTATIONS.

HONGKONG, 3RD OCTOBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790, sellers	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$94, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9, sellers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 140, buyers	5 p.c.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9.10, sellers	
Dairy Farm Company, Limited	40,000	\$1	all	\$28	
DOCK AND WAREHOUSE.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$90	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$77 1/2	3 p.c.
New Amoy Dock Co., Limited	10,000	\$6	all	\$8 1/2, sellers	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 55	
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 100	
Green Island Cement Co., Limited	400,000	\$10	all	\$6.30, buyers	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$41, buyers	5 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$125	
Manila Metropole Hotel, Limited	15,000	\$5	all	\$35, sellers	5 p.c.
Hongkong Ice Company, Limited	10,000	\$10	all	\$160, sellers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	15,000	\$10	all	\$23	7 p.c.
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$10	all	\$2, sales	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$1	all	9/5, sellers	
INSURANCE.—					
China Fire Insurance Co., Limited	10,000	\$250	\$50	\$330, buyers	6 p.c.
Hongkong Fire Insurance Co., Limited	20,000	\$100	\$20	\$149, buyers	6 1/2 p.c.
Hongkong Vite Insurance Co., Ltd.	8,000	\$250	\$50	\$355, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137, buyers	6 1/2 p.c.
Union Insurance Society, Limited	12,400	\$250	\$50	\$750, buyers	
Yongtze Insurance Association, Ltd.	14,000	\$100	\$50	\$192 1/2, @ Ex 7 1/2	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$113, sellers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	15,000	\$10	all	\$94, sellers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	15,000	\$50	\$30	\$46	7 p.c.
Shanghai Land Investment Co., Ltd.	75,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	15,000	\$50	all	\$72, sellers	5 1/2 p.c.
Maatschappij tot Exploitatie van Landbouw en Industrie in Langkat	25,000	Gds. 10	all	Tls. 27	
MINE.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$2 1/2	
Hoarwood Tin and Rubber Estate, Ltd.	82,000	\$1	all	\$1 1/2, sellers	
Reub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$1 1/2	
Trench Mines, Limited	100,000	\$1	all	\$101	7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$10 1/2	
Philippine Co., Limited	75,000	\$10	all	\$20, sellers	
Pulper & Paperies de Tonkin Societe des	15,200	\$50	all	\$172, buyers	5 1/2 p.c.
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$95	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$8, sellers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$33 1/2, buyers	7 1/2 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$79, London	
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$25	all	buy, 1 1/2	
Shell Transport & Trading Co., Ltd.	250,000	\$1	all	\$107 1/2	5 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$57 1/2, buyers	3 1/2 p.c.
South China Morning Post, Limited	5,000	\$25	all	\$4, sellers	
Steam Laundry Company, Limited	20,000	\$5	all	\$4, sellers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	4 p.c.
Powell, Wm., Limited	15,000	\$7	all	\$10, sellers	
Watson & Co., A. S., Limited	20,000	\$10	all	\$8, sellers	
Weismann, Limited	3,000	\$10	all	\$31	
Union Waterboat Co., Limited	50,000	\$10	all	\$172, buyers	5 1/2 p.c.

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Chinese Imperial 1936	Tls. 767,200.	Tls. 250	7 1/2 p. annum	Par.
VERNON & SMYTH, Share Brokers.				

## FORTHCOMING EVENTS.

Thursday, 9th Oct.—	Neon—Seongai Rubber Co., Ltd., Third Annual General Meeting.
Friday, 10th Oct.—	2.30 p.m.—Auction of Valuable Household Furniture at Sales Rooms, by Mr. Geo. P. Lamont.
Saturday, 11th Oct.—	12.30 p.m.—The Dairy Farm Co., Ltd., Meeting of Shareholders.
Sat., Tues. and Thurs., 25th, 28th and 30th Oct.—	9.15 p.m.—Entertainment "Twelfth Night" at the Theatre Royal.
Wednesday, 5th Nov.—	2.15 p.m.—Meeting of the Licensing Committee in the Council Chamber.

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COMPETITION NO. 7. (September).

## PRIZE ANNOUNCEMENT.

WE HAVE pleasure in announcing the result of the "Eucorum" Competition as advertised during September—

In our opinion "Dora" has sent in the best collection of "Eucorums," and a WRIST WATCH has been awarded her accordingly.

Prizes of Chocolates have also been awarded to the following—

"KOLA."  
"D."  
"JULIUS CAESAR II."  
"NIL DESPERANDUM."  
"M.A.C."

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